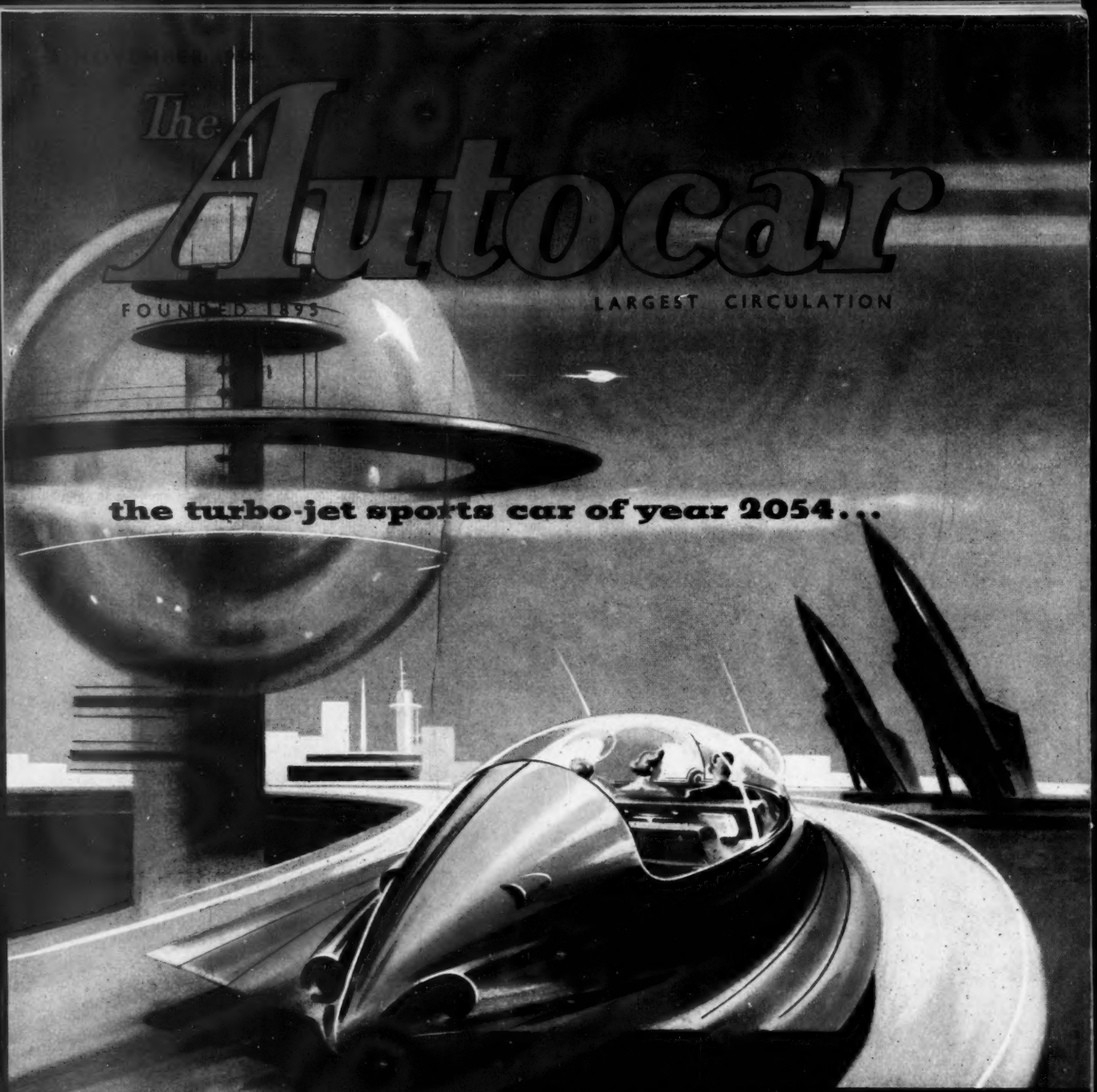
The Autocar
FOUNDED 1895
LARGEST CIRCULATION



... will still rely on

LOCKHEED

PROFESSOR A. M. LOW, Chairman of the British Automobile Racing Club and President of the Institute of Patentees, brings you a glimpse of the sports car of the future. He predicts that when actually used as a car, it will pick up power transmitted from sunken apparatus in main roads. On long trips, the driver will be able to "take it easy" for short spells by handing over the wheel to an automatic servo-steering device.

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So satisfactory are the
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★ A 1½ litre, 5/6 seater luxury saloon with four full width doors for easy entrance and exit.

★ A complete car with de-luxe features included in the standard specification :—

Air-conditioning, defrosting and demisting unit—twin sun-vizors—automatic screen washers—twin matched foglamps—inspection lamp—arm-rests on all doors—panelled storage recesses on front doors—grouped controls—sliding fitted tool tray—mechanical fuel pump—easily accessible battery—flashing light indicators—wheel rimbellishers.

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WEMBLEY COURT MOTORS
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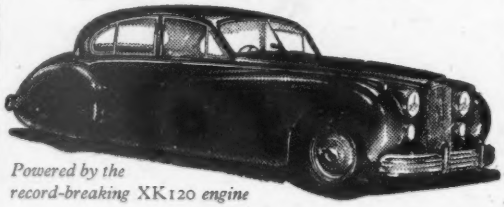

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Laystall Laystall Laystall Laystall Laystall

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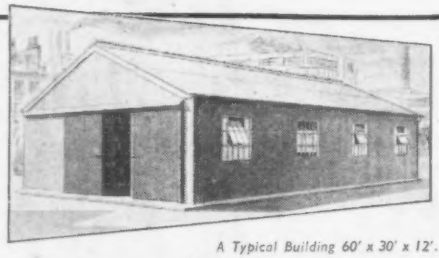

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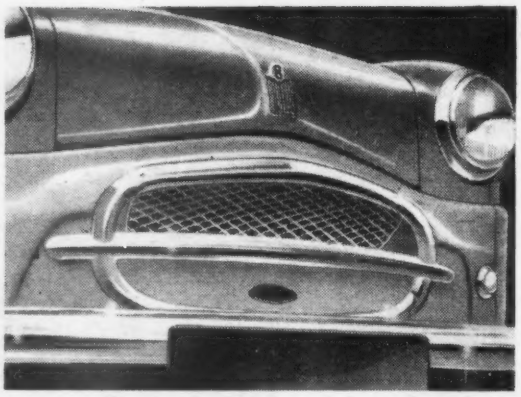

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One-piece Grille finished in highly polished Chromium Plate, complete with securing studs and nuts. PRICE £4/17/6 each, plus 2/6 p. & p. Clip-on fitting Stoneguard, finished in highly polished Chromium Plate. PRICE £1/7/6 each, plus 2/6 p. & p. Send for full list of Standard "8" accessories which includes Door Trims, Hub Caps, Bonnet Lifting Handles and Chromium Rubbing Strips.

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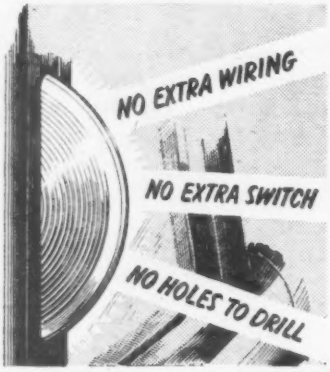

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U.K. Reg. Design 874,232.
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Interchangeable with existing types of semaphore indicator: uses existing trafficator wires, and termination ferrule. The large illuminated area is readily seen by both the driver and other road users; can be fitted as speedily as replacing conventional trafficators. Each unit contains its own flasher control switch, and three 12 V. lamps: should one lamp fail, the others still operate. Replacement of a lamp is readily carried out by any owner.

Price, each **32/6**

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before you take delivery. The underbody is
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RUBBASEAL will keep it always in showroom condition,
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Tell your dealer to RUBBASEAL your car against corrosion before you take delivery.

Specify DUNLOP

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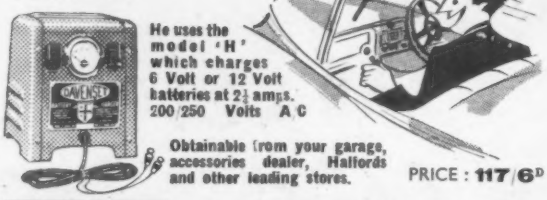
the underbody protection you need ONLY ONCE

4H/212

Once there was a motorist who

—he's a happy motorist now



He uses the model 'H' which charges 6 Volt or 12 Volt batteries at 2½ amps. 200/250 Volts A.C.

Obtainable from your garage, accessories dealer, Halfords and other leading stores.

PRICE: 117/6D

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Partridge, Wilson & Co., Ltd., Davenset Electrical Works, Leicester

NUTS, SCREWS, WASHERS and BOLTS

SEND FOR 1,000-ITEM LIST — IT'S FREE

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8025 **6 B.A. C.H. Screws.** Up to 1" long, chiefly plated steel. 3 gross for 5/-.

Also 30 Tons B.S.F. Bolts, M.S. and H.T. Up to 1" dia. Not yet listed. State requirements.

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Enjoy healthy motoring, fresh air and sunshine with a Weathershields' Sliding Roof. Your fixed-head saloon converted at our works or by our appointed fitting agents in your area. As supplied to Austin, Alvis, Citroen, Jaguar, Sunbeam-Talbot.

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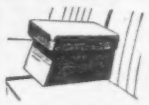

Specially designed for use on cars having the split-bench type of front seat, such as the Austin A.40 and A.70. With cushioned lid opening to provide storage for maps, gloves, etc. In range of colours to match upholstery.

60/- carriage paid.

Pattern also available for normal type of bench seat, suitable for Morris Oxford, Ford Consul and Zephyr etc.

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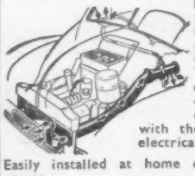

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Easily installed at home or at your garage.

With de-mister 85/- carriage paid.

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For Austin A.30, A.40 Somerset, A.70 Hereford, Morris Minor, Hillman Minx, Ford models, etc. Cable controlled from inside car. For easy starting and petrol saving. Easy to fit.

65/- each, carr. paid.

Mark items in which you are interested with X. Fill in the coupon, cut out this advertisement and post for full particulars.

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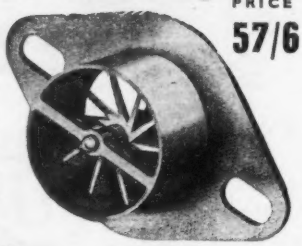
REMEMBER

That with a Chatwin Rotary Atomiser installed in a large luxury car you will get small car Petrol economy.

PRICE 57/6



From all parts of the country we are receiving reports from satisfied users endorsing our claims to save 25% of petrol—and at the same time to improve engine performance.

The independent tests by "The Autocar" increased m.p.g. from 18.4 to 24.8 m.p.g. This unique Atomiser delivers an equally volatile mixture to all cylinders and is a positive way to reduce petrol bills.

Send for name of nearest Stockist.

Chatwin Rotary Atomiser

WORLD PATENTS APPLIED FOR

Sole Distributors

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WHERE BRITISH MOTORING LEADS THE WORLD

EXTRACTS FROM THE TECHNICAL PRESS

Quoting from "The Autocar" Oct. 22nd issue:

"Notable advance of the year has been that of the Laycock-de Normanville Overdrive, now offered optionally or as standard on a number of British cars. From the British motorist's point of view this development holds more promise than the slowly increasing adoption of fully automatic transmission, because it makes for fuel economy and the relief of engine stress at high cruising speeds. With petrol at around 4s. 6d. a gallon, and first cost of a car kept artificially high by purchase tax, economy matters."

Quoting from "The Motor" Road Test No. 26/54. Humber Hawk Mk. VI:

"The Overdrive is an extra which can be strongly recommended. It serves to step-up the normal top gear of 4.55 to 1 to 3.54 to 1 and makes main-road cruising particularly effortless, the engine speed at 65 m.p.h. in Overdrive, for example, being no more than at 51 m.p.h. in direct top gear. On the Hawk a genuine 71 m.p.h. proved a quite effortless speed in Overdrive and the sort of pace, in fact, that a driver in a hurry finds himself adopting without thought . . . . Solenoid operation, manually controlled by a neat switch on the right of the steering column, is used for the Overdrive, and the change is clutchless. All that is required is a flick of the switch with the finger tips without the need of taking one's hand from the wheel."

Quoting from "The Motor" Oct. 13th 1954:

". . . the Laycock-de Normanville Overdrive which is gaining in popularity very rapidly has a means of obtaining silent, economical cruising on the open road, and an additional gear ratio with almost instantaneous change."

Quoting from "The Motor" Oct. 13th 1954:

"The change to European thinking is represented by a realization that two top gears with an easy change between them offers many advantages, and there has been a significant swing to the switch-engaged Overdrive gear built by Laycock . . ."

Quoting from "The Autocar" Oct. 15th 1954:

"Its appearance on several cars is to be welcomed: the owner who accepts the gearbox and is prepared to use it should be given at least the best that the designer can provide in the way of available ratios, and the Laycock-de Normanville Overdrive adds a valuable one from the point of view of easy running and petrol economy. More or less incidentally it can add other indirect ratios . . ."

The Laycock-de Normanville Overdrive is now available on the following cars:

Production Fitment Only:

Humber Hawk Mk. VI, Bristol 504, Sunbeam Alpine Special, Swallow Doretti, Jaguar Mk. VII, Jaguar XK140, Jensen Interceptor and 541, Austin-Healey 100. (Triumph Renown, Triumph T.R.2, Standard Vanguard also available as conversions.)

Conversion Kits available for:

Vauxhall Velox and Wyvern, Ford Zephyr and Consul. Concessionaires Messrs. G. E. Neville & Son Ltd., Mansfield, Notts.
Austin Princess, Sheerline, A90 and A70. Concessionaires Messrs. Jensen Motors Ltd., West Bromwich.

The electrical controls used on the Overdrive have been developed by Joseph Lucas (Electrical) Ltd.

Enquiries to:

LAYCOCK ENGINEERING LTD.,
OVERDRIVE & TRANSMISSION SALES DIVISION,
WESTMINSTER BANK CHAMBERS, 16/17 HERTFORD ST., COVENTRY.
Phone: 64604

Laycock-de Normanville Overdrive

Manufactured by **LAYCOCK ENGINEERING LTD., SHEFFIELD, 8.** *Under exclusive licence from: Auto Transmissions Ltd., Coventry.*

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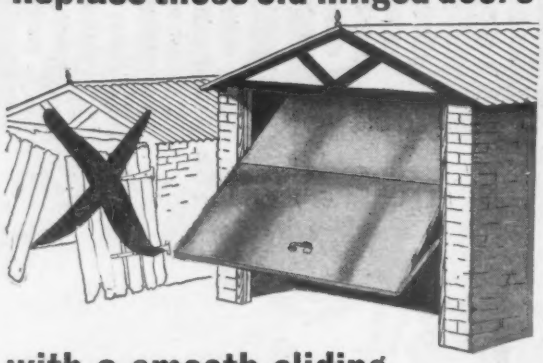
Replace those old hinged doors



with a smooth-sliding trouble-free

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BATLEY "Up & Over" Doors 7′6″ wide x 6′3″ high can be quickly and easily fitted to any width or height of opening. The door glides smoothly on ball-bearing wheels, up and into the garage, leaving an unobstructed opening with a clear height of 6′1″. There are no springs to lose tension; nothing to warp or sag. The doors are double cross braced for strength and rigidity.

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18/9 *From your garage or write to:*

AMAC REFINEMENTS LTD · CHESHAM · BUCKS

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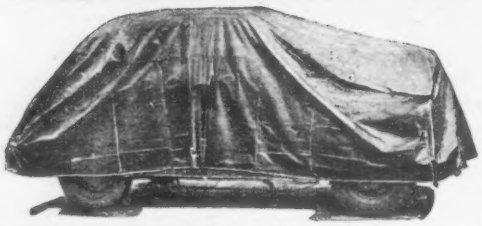

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Actual Manufacturers—First in the field—1951

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Special sizes to order. All post free U.K.

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PLASTIC HOSE 60ft. length ½in. Bore **26/-** Union & Jet/Spray Nozzle 6/9 per set extra. Post free (U.K.)

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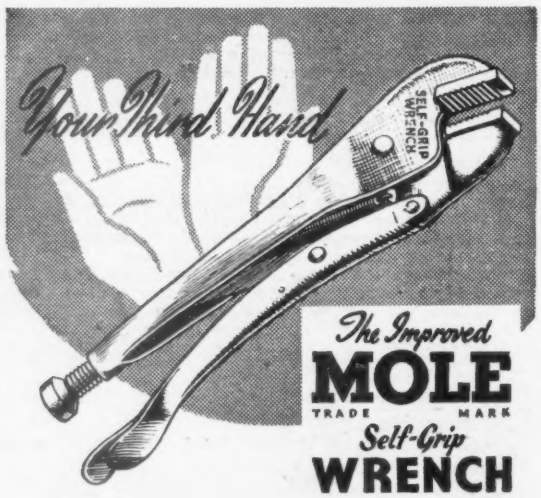

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If any difficulty, write to:—

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Power graced by elegance

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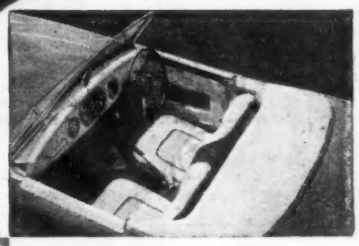
STYLE Beautifully styled on the classical Sports Car lines it provides the utmost in elegance.

SAFETY The 50-ton tubular steel chassis of the Swallow Doretti is specially built to meet the stresses of high-speed motoring and to ensure the greatest possible stability.

COMFORT Controls and steering are so arranged to give maximum comfort for the driver, while the interior is luxuriously fitted.



Swallow Doretti

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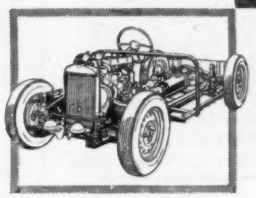

ABOVE *is shown the luxurious interior of the Swallow Doretti with controls neatly grouped in front of the driver, while* LEFT *shows the 50-ton tubular steel chassis that ensures complete stability.*

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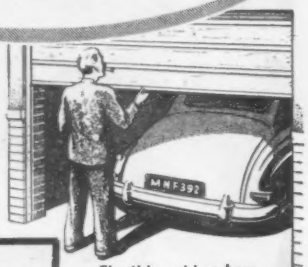

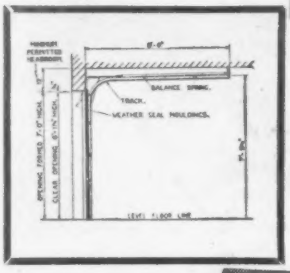

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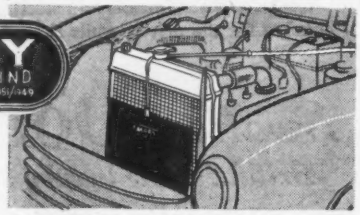

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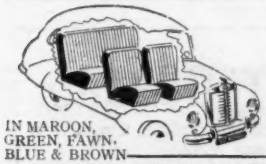

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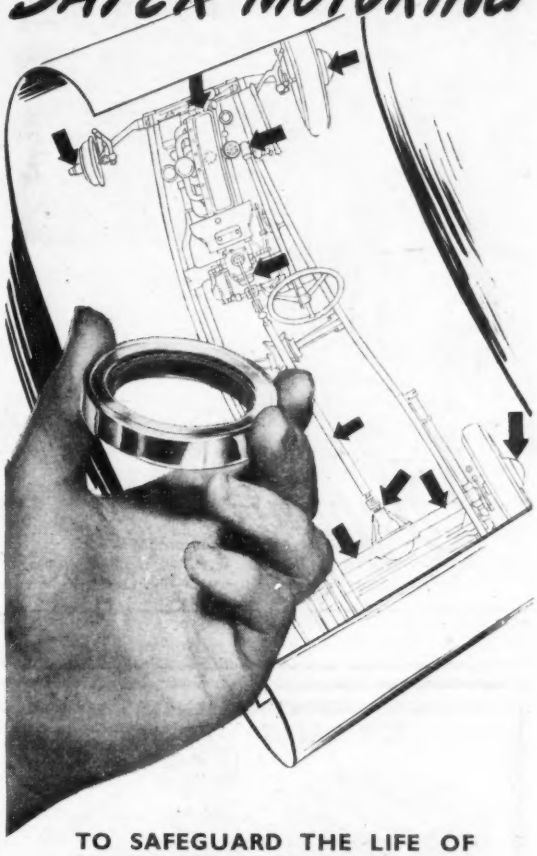

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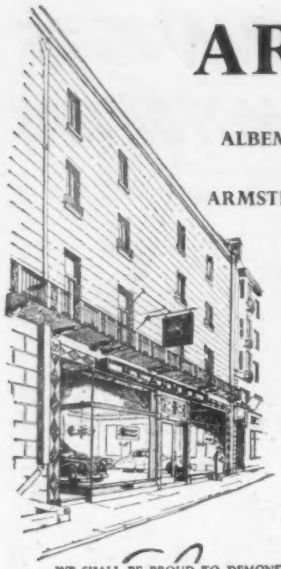

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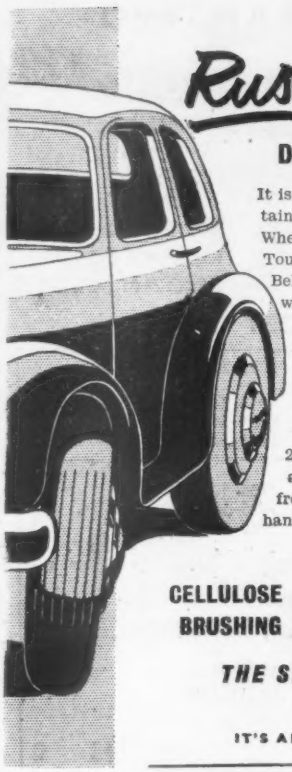

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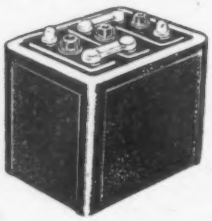

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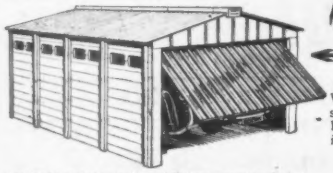

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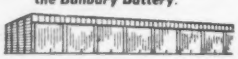

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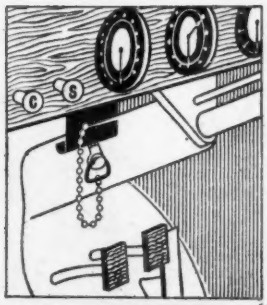

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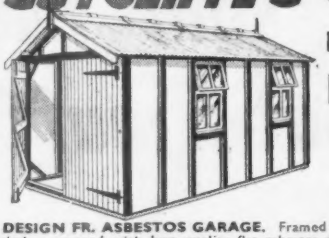

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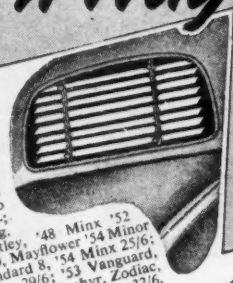

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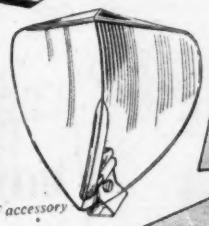

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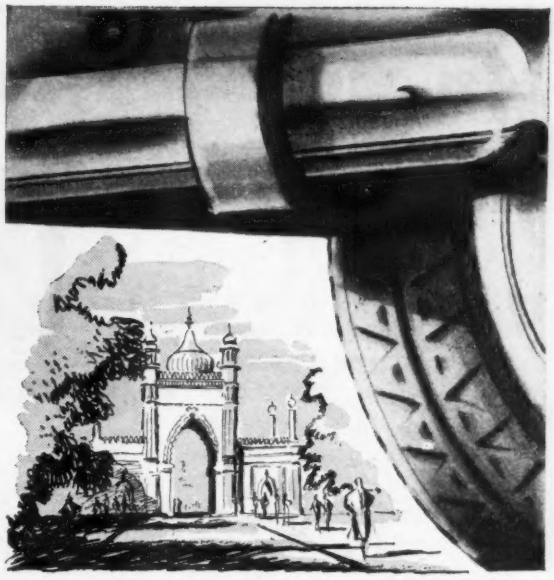

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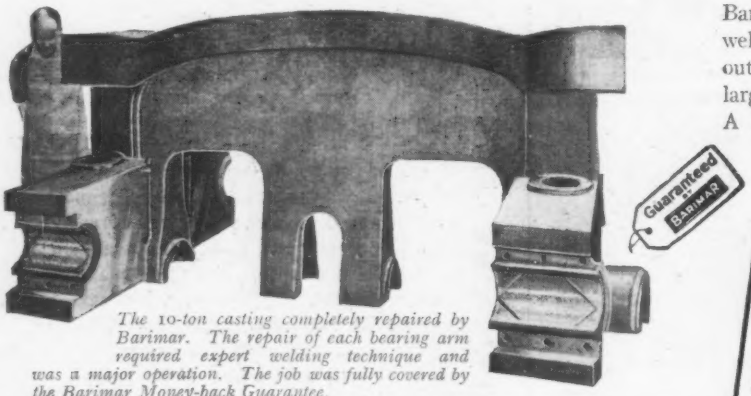
This head casting of a double-action press had the lips of the four projecting toggle shaft bearing arms cracked—one of them almost completely sundered. It weighed 10 tons.

The lips of the four projecting toggle shaft bearing arms were cracked, and one of the lips was almost completely sundered. The damaged member turned the scales at ten tons, and the welding of each crack was a major—and expert—operation. Welding *plus*, in fact, for the lips *had* to be welded to the most rigid accuracy, and the original strength restored, before the press could be put into service again.



The 10-ton casting completely repaired by Barimar. The repair of each bearing arm required expert welding technique and was a major operation. The job was fully covered by the Barimar Money-back Guarantee.

Barimar has carried out many a welding job for the owners of this outsize press, but it was the largest ever received from them. A complete success, naturally, and fully covered by the Barimar Money-back Guarantee.

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The Autocar
FOUNDED 1895

No. 3075 *Friday, 5 November 1954* Vol. 101

Sense About Signals

TWO actions of the Minister of Transport call for approbation. One is the revision of the new Highway Code in the light of objections to the first draft, the important alterations being concerned with hand signals. Where previously the signal, "I am going to turn right," was given three meanings it now has only two, and while this is one too many, at least in the new Code it is not recommended for use at a pedestrian crossing in order to warn traffic behind not to overtake. That was a mandatory usage, in direct contradiction to the whole non-mandatory principle of signals. It is still to be used to mean, "I am pulling out"—from the kerb or a line of traffic—and this must be grudgingly accepted as a recognition of a regrettable state of affairs that already exists.

This journal's attitude towards hand signalling is already well known. It shares with the original Alness Committee on road safety the opinion that, "in an emergency it is often dangerous for a driver to remove his hand from the wheel in order to extend his arm by way of warning." The contemporary emphasis on hand signals—drivers are adjured *always* to give a clear signal of their intent—serves only to make such signalling instinctive and therefore to ensure that in an emergency the hand *will* be removed from the steering wheel. The Stoke-on-Trent coroner has made some trenchant remarks about what can happen then.

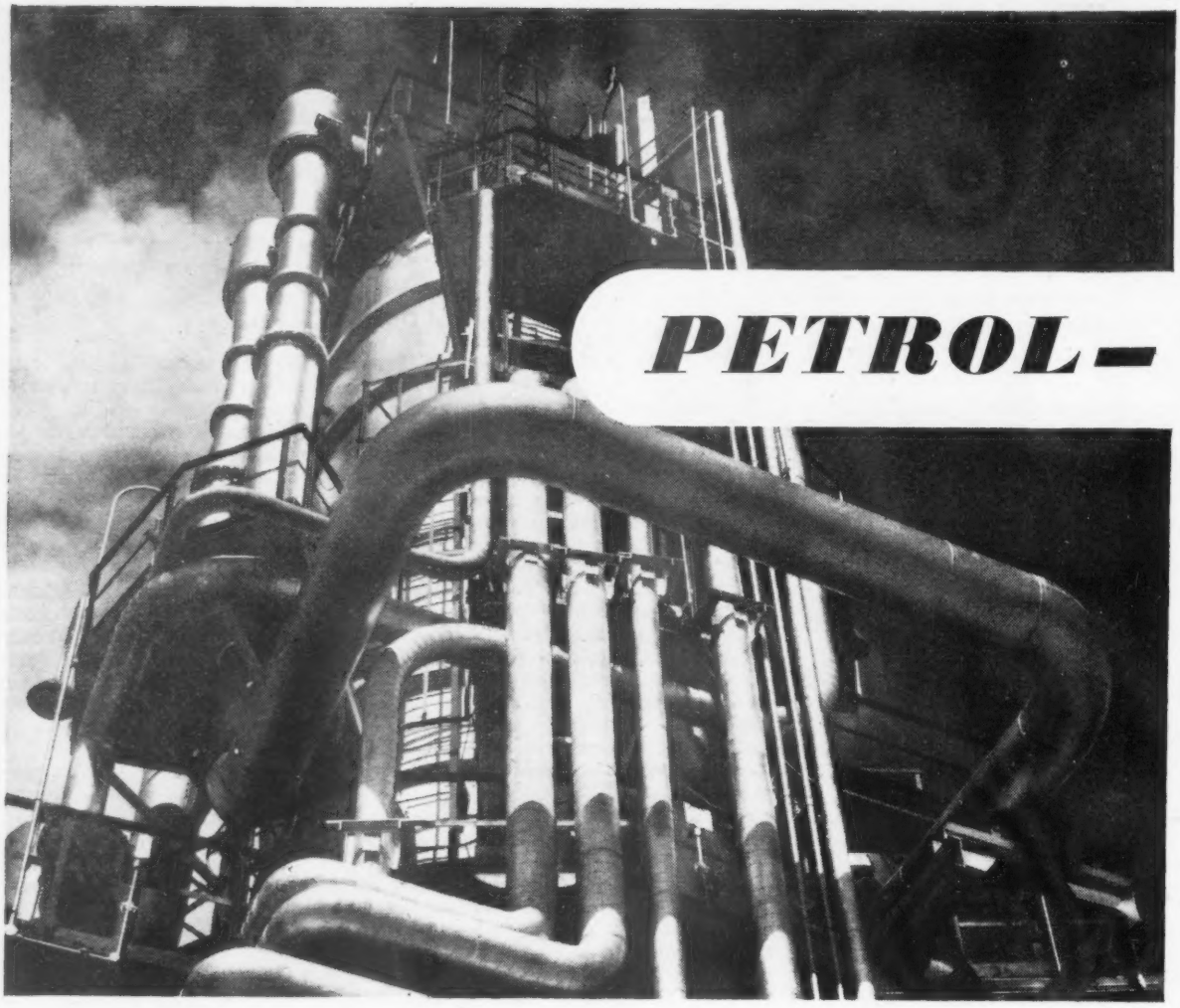
In the light of our disapproval, therefore, we are glad to see a sign of grace on the part of the Minister in his second recent action. He is reconsidering the question as to whether or not direction indicators and stop lights should be made compulsory. At the moment they are not, but, if fitted, they must conform to certain specifications. As we should like to see all signalling left to direction indicators and stop lights we support any move in this direction, which the Minister's action must certainly be. The only information of intent which the mechanical signal fails to give is that the giver is ready to be overtaken. This should be an unnecessary signal at any time—every driver on the road should always be "ready to be overtaken." It is also the signal most often given in a mandatory manner: "Come on, get by." The sooner it disappears from the gestures of road users the better.

Sour Taste

CRITICISM of the recent London Show centres on two old subjects—parking and eating. The Earls Court parking is woefully inadequate; it is expensive whether official or unofficial, and the attitude of the police towards street parking in the neighbourhood of the exhibition building seems unnecessarily rigorous. In fact, police control of the movement of traffic in the neighbourhood was at times notably inefficient. On one morning, covering a distance of 150 yards occupied over half an hour, owing to the activities of a constable who felt that his control of a road junction was an improvement upon that imposed by the traffic lights. It rarely is.

There are many to whom Earls Court is a place of work during the period of the Show, and they are particularly badly treated over parking. The purchaser of a car parking season ticket has no guarantee that space will be reserved for him in the official parks; yet surely this is the least that he deserves? In any case, the pressure on the local authorities to do something about Earls Court parking should be unrelenting. They benefit mightily from the presence of the building; let them fulfil their own obligations towards their visitors.

Meals at Earls Court have rarely been notable except for discomfort and expense, and in general far too little is done to minister to the internal wants of visitors. In an interval during the reporting of the Show, staff members of this journal contemplated with awe a menu for a buffet on the second mezzanine floor in which one-round chicken sandwiches cost 4s 6d apiece; for 3s 6d a round they could have eaten smoked salmon. They settled for ham sandwiches at 2s 6d apiece and felt that these were worth ninepence each. How can the caterers justify such charges?



PETROL—

AN APPRAISAL OF FUEL DEVELOPMENTS AND THEIR IMPORTANCE TO THE MOTORIST

By HAROLD HOLT

EVERY motorist laments the present price of petrol, which inflates the cost of road transport of every kind, private, public and commercial, and in its turn transfers the burden to all goods and services that depend upon road transport for their continued existence. It is interesting, therefore, to consider what the car user gets for his money, and how he benefits from the energy content of the fuel represented by his investment of, say, 4s 6d for a gallon of premium petrol—and some of the resultant statistics are surprising and, indeed, alarming.

First, the fuel itself, derived from crude oil won from the earth, shipped to this country and here twisted and remoulded by the chemist to make it more suited to its purpose. The constituents of crude oil, extracted by distillation for use in motor fuel are, in declining order of heat value:

Paraffins—the maids of all work—basically not ideally suited to internal combustion engines but capable of being reformed structurally to greater usefulness.

Olefins, some of which have good anti-knock properties but may be unstable.

Naphthenes, which do not have any special virtues or vices.

Aromatics, which include the benzines; they have good anti-knock properties, but may have a tendency to pre-ignition.

Alcohols, which have a low heat content, for they contain oxygen in their make-up; but they have a high anti-knock value.

Reference has been made to knock and to pre-ignition, and it may be desirable to define them, their nature and their causation, before pressing on with consideration of fuel properties. It is important to realize that they are

separate and distinct adverse phenomena in an engine, but they can be mutually provocative.

Knock, the metallic tinkling noise generally referred to as pinking, is usually accompanied by rough running. It is caused by the fuel-air mixture in a part of the combustion chamber bursting into flame spontaneously *after* the spark has taken place, but before the flame has had time to spread far from the plug points. It causes a great and rapid increase in the combustion chamber pressure, which may possibly give rise to mechanical damage to the engine.

Pre-ignition arises when the mixture ignites *before* the spark occurs at the plug points. It may be silent, but it has been diagnosed by a low, thudding noise not unlike the sound of loose main bearings, or by a sharp, metallic crack; running-on may be a symptom of pre-ignition. The engine temperature rises to a marked degree, there is rougher running with less power, and this condition can cause thermal damage, even to the point of melting metal components.

VALUE FOR MONEY?

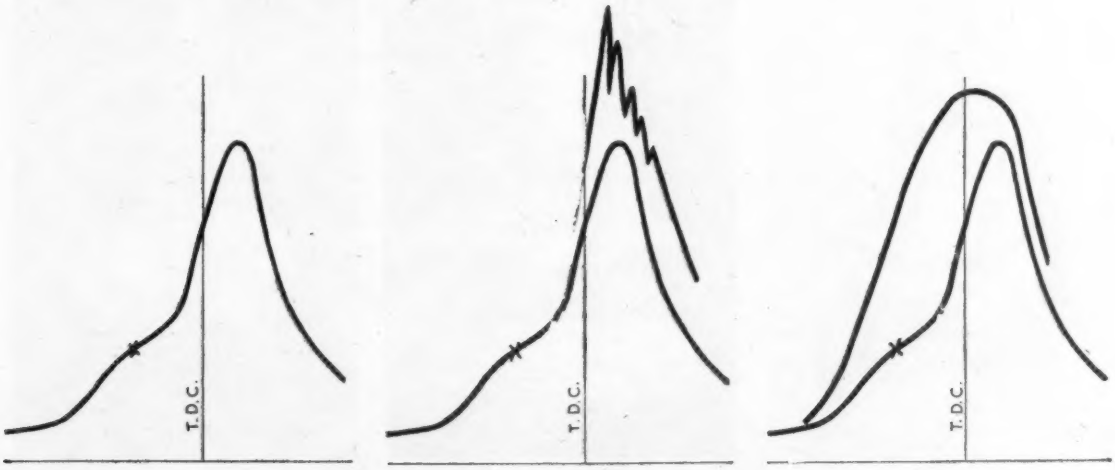
Knock was for a long time the main problem, and before the war the petrol producer set out to improve the anti-knock properties of his raw materials by changing the structure of the molecules; this he did by "thermal cracking," in which the petrol was submitted to great pressure and heat. The later method is by catalytic action—the "cat cracker"—in which the change is produced again by heat and a lower pressure, in the presence of a substance which promotes the change, but is not itself changed in the process, and can be used again and again. This substance is the catalyst.

However, in the search for more efficient engines, the gradual increase of compression ratios showed that there was still a grave deficiency in resistance to knock, and, after considerable experiment, the fuel technologists settled on tetra-ethyl-lead—generally referred to as t.e.l.—as the best substance which, added to the petrol in small dosage, greatly increased its anti-knock properties. One might draw a parallel with primitive man's original use of raw wood, followed by the improved technique of allowing it to season before use, and finally impregnation with creosote or similar preservative to fit it for more arduous duty. Noah sealed and protected the timber walls of his Ark against the flood waters with pitch—a highly efficient "additive."

T.e.l. was soon found to be imperfect, quite apart from early doubts about its safety—it had unfortunate side-effects, causing lead-oxide fouling of spark plug electrodes and tracking of the insulators (which allowed the spark to leak away instead of jumping the plug points), hot corrosion of exhaust valves and seatings, and of spark plug electrode materials; also cold corrosion arising from the formation of acids by the combination of lead compounds and water. The next step was to seek a substance that would not interfere with the anti-knock action of t.e.l., but would inhibit its deleterious effects. The answer was found—ethylene dibromide, which converts the lead deposits into a form in which the engine can rid itself of them. But this scavenging action is not complete; a little lead remains to do its worst, and that is where the latest additives come into the picture—to deal with the remaining small fraction of lead adulterant.

One of these additives acts chemically by increasing the electrical resistance of deposits on the plug electrodes, so that the spark can no longer leak away, and by raising the temperature at which deposits in the combustion chamber glow, so reducing the tendency to knock and pre-ignition. Another type of additive obtains similar results mechanically by preventing the formation of hard lead deposits, which are converted into a soft, flaky form which finds its way out of the engine through the exhaust. Modern additives also improve lubricating conditions of such components as valve guides and stems and upper piston rings.

Nowadays a typical motor fuel may contain 35 per cent paraffins, some of them changed in structure to improve



Diagrams of pressure in a car cylinder during ignition and power stroke show, left, the normal rise and fall of pressure when the air-fuel mixture is ignited; centre, the effect of knock, imposing greater and more uneven stresses; and, right, the effect of pre-ignition. In each case the ignition point is marked by a cross. The diagrams are adapted from *Petroleum and Performance*, by E. M. Goodger, M.Sc. (Eng.), A.M.I.Mech.E., A.F.R.Ae.S., A.F.Inst.Pet.

their anti-knock properties; 16 per cent olefins, with an inhibitor to give them stability in storage; 34 per cent naphthenes; 13 per cent aromatics and less than 2 per cent additive, including t.e.l. As knock became an increasing problem, scientists devised a number of methods of measuring it. One of the most widely used in this country gives figures which are called "Octane, Motor Method," and it is on this scale that fuels are referred to here. By this rating, Pool had an octane number of 70, a modern standard fuel is rated at 72, and the average premium grade has an octane number of 82. Fuel technologists gave us the means materially to improve the value we got from petrol, but it should be understood that an engine which had been adjusted in the lean days to perform more or less adequately on Pool petrol would not make the most of the better fuel available unless the appropriate readjustment had been made.

Immediate Effects

An immediate effect of premium fuel, enjoyed and remarked upon by all, was the improved starting, owing to increased volatility; and smoother running, owing to the virtual elimination of pinking—"As good as a decoke" was an oft-heard remark. But to obtain the maximum value from these vastly better fuels, it was necessary to improve operating conditions beyond previous limits—and not all has been done in that direction.

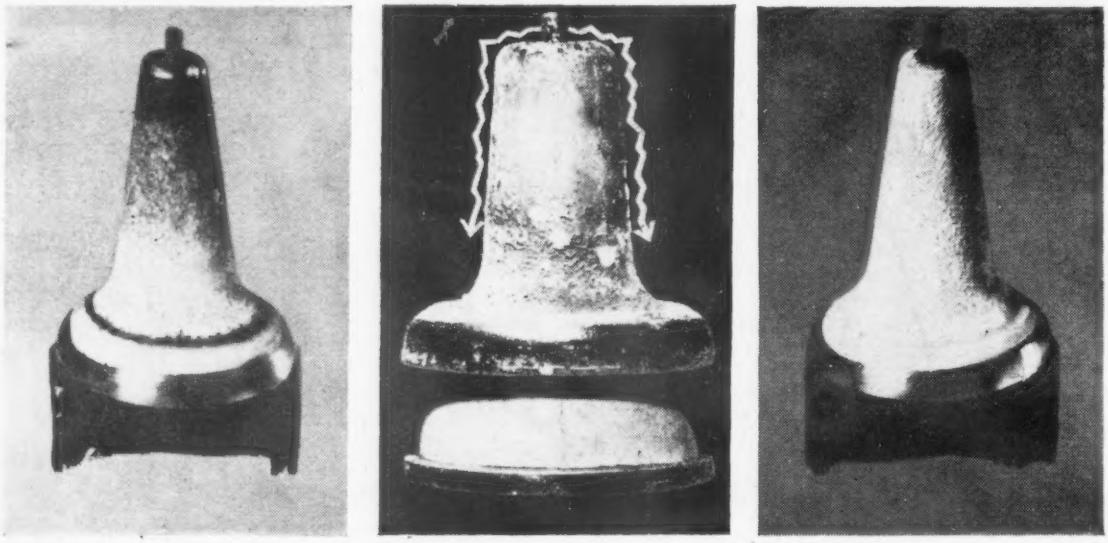
A major move is to increase compression ratio. In this connection, figures from tests with a variable compression ratio engine showed that at 6 to 1 ratio, 73 octane fuel burned smoothly at all mixtures; at 6.8 to 1, 73 octane fuel burned smoothly only at very rich mixtures and knocked appreciably at weaker mixtures; at 6.8 to 1, 91 octane fuel burned smoothly at all mixtures. From this it will be gathered that, with a superior fuel, a considerable increase in compression ratio is permissible, with a corresponding improvement in economy and performance. There is, in fact, a direct relationship between octane number of fuel and highest useful compression ratio, though it is conditioned to some extent by combustion chamber shape. Compression ratios now normally in use in car engines in this country vary between 6 to 1 and 9 to 1. In the diesel engine, the very high compression ratio—even up to 20 to 1—has a great deal to do with the remarkably high mileage to the gallon, whatever view may be taken of its effect in other ways.

To increase the compression ratio of a car engine a thinner cylinder head gasket may be used, though this may introduce difficulty in obtaining a gas-tight joint; or metal may be machined from the cylinder head to reduce the combustion space, but this should not be done without first consulting the maker of the engine; also, high compression pistons may be fitted. A possible danger is that in increasing the compression ratio the loads on the little end, big end and main bearings may consequently be increased beyond the margin of safety. Particularly does this apply to the older engines.

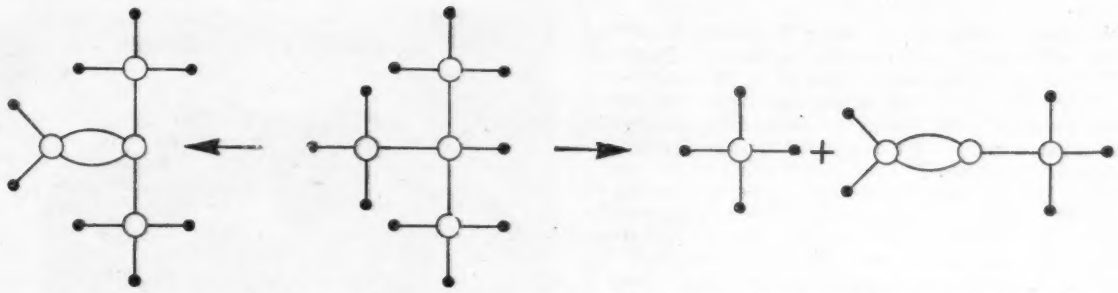
PETROL—VALUE FOR

It may be mentioned that there are greater threats to the bearings and other components in faulty driving technique. Old engines—and new ones, too—are more likely to burst when they are kept revving too hard, too high and too long. Careful advance of the ignition point will give better acceleration, power and economy, but it must be done with caution, for it can cause serious overheating and loss of power if overdone. The best guide, quoted by one of the big petrol companies when Pool petrol gave way to better mixtures, is to adjust the ignition to give optimum acceleration figures.

The first step is to ensure that ignition and carburation systems are working at full efficiency. Then one starts out, with an assistant armed with a stop watch, to time the car repeatedly over the same stretch of road, taking the mean of runs in both directions, and timing the acceleration from perhaps 20 to 50 m.p.h., to obtain the best possible figures during very gradual, carefully recorded advances of the ignition. The point will be reached where further advance brings no improvement, and then the ignition should be retarded again to the point at which one first achieved the shortest 25-50 m.p.h. time. Similar



Photographs taken by technicians of Shell-Mex and B.P., Ltd., show, left, a sparking plug upon which heavy deposits have fused; in the centre, arrows show how in these conditions the spark can leak away over the surface of the insulator instead of leaping the spark gap; right, although this plug bears a heavy deposit, an additive contained in the petrol has prevented fusion and so maintained the effectiveness of the insulation.



Conventional representation of a hydrocarbon molecule (centre), flanked by two forms into which it is "cracked" to improve anti-knock properties.

MONEY? . . . continued

figures can be arrived at by use of a Tapley meter, but few motorists have ready access to such a device, and the timed-acceleration test, though longer, achieves the same result in the end.

One can reduce the improvement to figures of pence per mile, which helps to show what improvement has been achieved in terms other than acceleration figures. Taking, for example, a car which would average 30 miles to the gallon of standard grade petrol at 4s 1d per gallon, what economy in consumption will the driver require to break even when he changes to premium petrol at 4s 6d per gallon? The answer is 33.1 m.p.g. This, of course, takes no account of smoother running, better starting and more enjoyable performance generally, which cannot be evaluated in terms of pence but are none the less appreciated.

Corrective Measures

In a reasonably well adjusted and maintained modern engine, knock has been virtually eliminated by the modern additive petrols, and they will also combat pre-ignition which arises from glowing deposits in the combustion chamber. If pre-ignition is caused by maladjustment, it can often be remedied by retarding the ignition or making the mixture richer, or a combination of both treatments. In this connection the richer mixture acts to some extent as a cooling agent for the engine, taking up heat in changing from the liquid to the gaseous state. Fuels with a high content of alcohol, which has a latent heat of vaporization two and a half times greater than that of petrol, have long been known to have this useful secondary function.

With knock virtually eliminated, there remains pre-ignition, which is now the real bogy. J. R. Sabina, of the Du Pont company of America, told the American Petroleum Institute recently: "Pre-ignition occurs extensively in high compression ratio automobile engines, and is at present the factor threatening to limit compression ratios."

Possible Avenues

What is the outlook? Mr. E. M. Goodger, senior lecturer in the Department of Propulsion in the College of Aeronautics at Cranfield, Bedfordshire, suggests four possible developments:

1. High compression ratios and super-petrols—this, he says, is a course not thought to be favoured by the oil industry, for fuel price would be high and an increasing number of additives would, no doubt, be necessary to overcome fouling and pre-ignition difficulties. Tests with an engine of 10 to 1 compression ratio showed the octane requirement to be 100, and sparking plug life was reduced to the equivalent of a day's run, though there was a considerable improvement when one of the latest additives was incorporated in the fuel.

2. High compression ratio with a bi-fuel system—this would utilize a base fuel for normal running, with either a higher-grade fuel or internal coolant supplied for full-throttle running only. It has been suggested that the motoring public would not tolerate the task of filling an additional tank, but extra tanks for jacking fluids, brake fluids, windscreen washers and the like have been accepted. The oil industry would probably like to see the use of a good base fuel, together with a throttle-operated manifold injection system. One such arrangement—the American Vitameter, supplying alcohol-water—requires only a small under-bonnet tank, consumption being about four gallons to 100 gallons of base fuel.

3. High compression with fuel injection and swirl devices. An American engineer has reported very encouraging results with a 10 to 1 compression ratio engine, using fuel fed to the swirling air and led to a stationary flame in the region of the plug. This engine appeared to work equally well with 100 octane fuel and with kerosene. A disadvantage is that injection equipment is costly, complicated and apt to be heavy, although it overcomes the unequal distribution to the cylinders, unavoidable with most carburettor and manifold systems. It is noteworthy that Mercedes-Benz employ fuel injection for their production 300SL sports car, and injection has been used in racing cars in this country and elsewhere.

Diesel Disadvantages

4. Compression ignition—the system used in the modern diesel type of engine. This suffers from the weight, cost and complication of injection equipment, in addition to the weight penalty of the strengthened high-compression engine, and has many snags with current car fuels. In present practice, the higher initial cost is cancelled out by reduced running costs after about 40,000 miles, in such vehicles as London taxis, which use a fuel oil, not a petrol. The characteristics of a compression ignition engine at the present stage of design are not acceptable to many motorists, however.

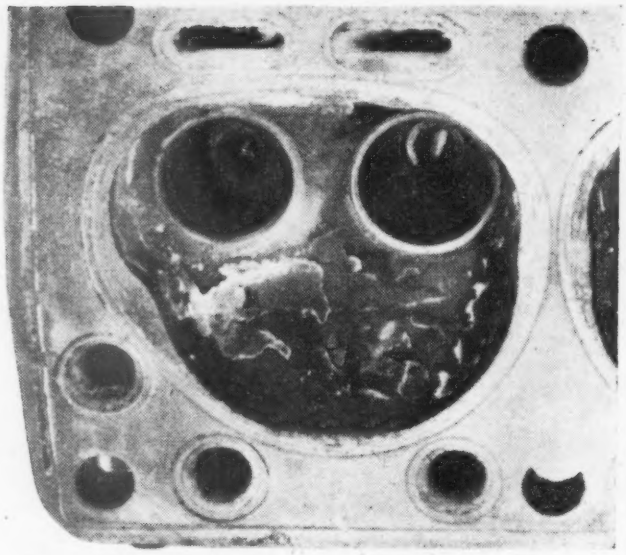
So much for the possibilities in the future. But there is another aspect of the petrol engine and its fuel which may be considered, even though it may close this *résumé* of the situation on a rather depressing note.

The internal combustion engine is as much a heat engine as is the railway locomotive or the ship's steam turbine—its function is to convert the heat energy of the fuel into a form of energy which can be applied to provide forward motion. As in any form of power utilization, one cannot get out more energy than is put in—and in the car engine it is disconcerting to consider how little of the available energy can be used in turning the road wheels. Running a car, indeed, might be compared with smoking—the con-

sumer pays a large impost to the Exchequer in tax, and most of the rest goes up in smoke and hot air. Figures of the thermal efficiency of an engine fill in the picture.

In tests of a six-cylinder engine running at 1,000 r.p.m., 16.8 per cent of the heat energy of the fuel was available as pressure energy in the cylinder for propulsion (indicated horse power), 27.1 per cent was lost to the cooling water, 13.8 per cent was radiated to the surrounding air and 40.1 per cent lost to the exhaust; the small remainder is loss not otherwise accounted for. In terms of pence, this means that at 4s 6d per gallon, 9.18d was of real use, 14.63d was spent in heating the radiator water, 7.44d in heating the air circulating round the engine, and 21.65d in heating the exhaust pipe and the gas which it conveyed to the atmosphere. The efficiency with which the last-mentioned function is performed is evident to anyone who accidently touches the exhaust manifold or pipe when the engine has been running for a while.

This is the state of affairs for a particular engine running at 1,000 r.p.m. For an engine of 6 to 1 compression ratio, running at its best speed, the generally accepted figure of optimum thermal efficiency is about 23 per cent —12.42d well spent of every 4s 6d for a gallon of petrol; at a compression ratio of 8.5 to 1, thermal efficiency will rise to about 27 per cent—14.58d worth of usable expenditure of that 4s 6d.



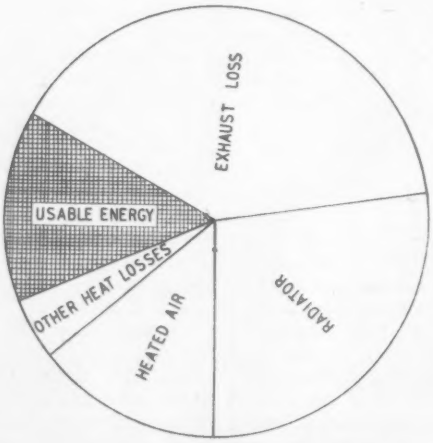
Heavy deposits in this cylinder head will glow and cause pre-ignition and knock when the engine temperature rises.

PETROL—VALUE FOR MONEY? . . . continued

But that is still not all the picture. Ricardo has quoted figures which show that at full load the overall efficiency of an internal combustion engine, as a proportion of thermal efficiency, is between 80 and 90 per cent; but cars work at full load only rarely—most of one's normal driving is at part-throttle, and there are wide fluctuations between idling and full bore in every journey that one makes. Ricardo also gives an indication of the answer to that. He says that at 30 per cent load, the 90 per cent efficient engine drops to 73 per cent, and the 80 per cent efficient engine to 55 per cent.

The greatest use of fuel energy is achieved when the engine is working at its point of highest torque (which is not the same as maximum power output). Maximum miles per gallon would be obtained from an engine which was maintained always at its greatest torque, with an automatic transmission to adjust the gear ratio correctly without the intervention of the driver. Anyone who has turned his car engine over by the starting handle knows that it involves a substantial amount of work—and if it is to start the engine on a cold morning it may well engender a great deal of personal heat before the engine can be induced to fire!

Such work must still be done when the engine is running—and by the engine. The incorporation of a device to allow the dynamo to be switched out during petrol economy tests has been found to be a worth-while complication in the endeavour to obtain the utmost mileage for a given quantity of fuel. And the fan uses a lot of power to dissipate some of the heat which the engine is wasting! Absence of streamlining, car weight, tyre drag, friction losses and operation of auxiliary units all take their toll before the power reaches the road wheels and provides propulsion. But a power unit designed to give maximum efficiency does good, even though the design of the rest of the car may be relatively inefficient—and even though it may be controlled by an inefficient driver.



Proportions of the segments of this circle show the directions in which the heat energy of petrol is dissipated

Relative Inefficiency

It follows, then, that for most of its normal life the engine is giving, in the matter of propelling the car and its occupants, not much more than six-pennyworth of value from each 4s 6d worth of petrol—the rest is going out by way of friction and similar losses, the radiator (a car heater may reclaim a proportion of this) and the exhaust. There is little comfort in the knowledge that other forms of heat engine are less efficient—the steam express locomotive has a thermal efficiency of about 7 per cent, and the steam-driven ship an efficiency overall of about 6 per cent.

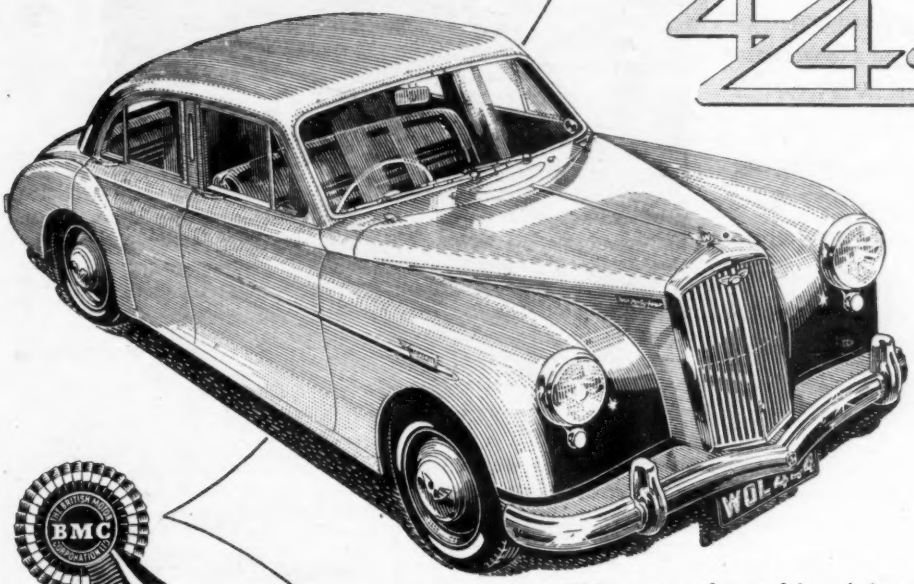
Very frustrating, but there it is, and there is not much one can do about it except to continue to urge upon the makers of cars—and of carburettors—the desirability of unceasing effort to get greater efficiency in the conversion of pence per gallon to miles per gallon; and, on the Government, the need to reduce substantially the crushing burden of taxation on motor fuels.

FAST-CAR *performance*

FAMILY-CAR *comfort*

SMALL-CAR *economy*

The Wolseley 4/44



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This smart and graceful car brings Wolseley ownership within the reach of the man who demands something better than a large-scale production model, without paying a high price. The forward positioning of its lively engine and a well balanced power-to-weight ratio — give the utmost comfort for both driver and passengers. Its road-holding and cornering capabilities are outstanding. Its many clever and sensible amenities belie its moderate price. It is a beautiful car you will be all the more pleased to own because of its remarkable value.

Buy wisely — buy **WOLSELEY**

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London Showrooms: 12 Berkeley Street, W.1.
Overseas Business: Nuffield Exports Ltd., Oxford, and 41 Piccadilly, London, W.1

THIS GOES ALL THE WAY

NOT ONLY Exide plates with CB 95 alloy grids so long-lived that they needed a longer-lasting separator. ***NOT ONLY*** Porvic microporous plastic separators, virtually *everlasting* in battery service. ***BUT ALSO*** a container built of Hard Rubber — tough and shock-resistant to outlast Exide plates living their full life insulated by Porvic separators.

Recent discoveries, fully utilised for improvement in the Silver Exide, raise performance and length of life to a new peak. No standard car battery like this has been made before—not even by Exide!

Still keeps going when the rest have stopped

Silver Exide

A PRODUCT OF CHLORIDE BATTERIES LIMITED

From your garage
at no extra cost

SLI.152A

Disconnected Jottings

BY THE SCRIBE
Drawing by Barry Appleby

Contretemps

BOWLING up the Great North Road on a recent weekend, we came upon a stretch between Stamford and Grantham where road work was going on and traffic was single lane—and we came upon tragedy. Apparently a heavy lorry driver had been waiting for the temporary traffic signal light to change in his favour, and possibly by sheer bulk his vehicle had blanked view of the light from the rear. A wrecked motor cycle, hooked on the rear right-side corner of the lorry, showed that the rider a few minutes before had presumably failed to grasp the situation, and had also failed to clear the rear of the lorry. The police

Brief exchange.

were there, the situation was in hand and the light was green, so we continued northwards.

Returning less than 48 hours later, this time in daylight, it was seen that Authority had, apparently, decided that the light signals should be supplemented and supported by a large red and green disc signal, manually operated, situated centrally about fifty yards from each end of the one-way stretch. As we approached, following a fast Riley, the light shone green, and it was not until both cars had entered the one-way road that it was seen that the centrally sited disc signal was at red, and "Stop." There ensued a brief exchange of opinions between the driver of the Riley and the man in charge of these contradictory signals before the journey was resumed, and the last chapter in this episode was the driver of the Riley heatedly describing the occurrence to a road patrol of one of the motoring organizations who came upon the scene.

✦ ✦ ✦

Gallery Display

IT was not easy to tear oneself away from this year's Show, so that I make no excuse for referring to it once again. I spent a long time examining the stands in the gallery and, as always, admired some of the stand décors; there is no doubt that stand fitting and display have reached a very high standard. One or two of those which pleased me did so for various reasons: Sankey, for instance, are celebrating a hundred years in business and chose wrought iron designs suggesting the 1854 origin; patterns of tools on display boards at Kerry's stand were immensely pleasing. A similar large board of Smiths speedometers could be gazed at for minutes, as could a vase of flowers, lit from behind, on the Lodge stand. Enots (Benton and Stone) had their customary vivid arrangements of their products against midnight blue velvet, and the Connolly stand, with its rich leathers, was positively awe-inspiring; how lovely the real thing is! The fine products were well set off by pom-pom dahlias and yellow and red chrysanthemums. On Ripaults' stand the coloured insulations of the wires were gay and on the Abingdon King Dick boards the spanners reached a size and magnificence that almost had me gasping. I liked, too, the opportunity to gaze at crankshafts and suchlike that had not been machined (Smiths Stampings) and to investigate the innards of carburettors.

✦ ✦ ✦

The Works

ON the Brico stand there was one of those vexing pistons with a spinning top on which two rings were also revolving, one supporting the other. You know how they go—as if they are settling down after being thrown like a hoop-la ring. Frankly, I do not know how this gadget works and I would like to; but I don't want to be told. Such things as piston rings, valve springs, suspension springs and suchlike make elegant patterns, especially if they are coloured.

Working models must be applauded, too. One of my pleasantest duties this Show was to take a young driver round explaining odd bits of mechanism, and if you have ever tried to explain how a clutch operates without a diagram you will know that it is not easy. However, we went along to the Borg and Beck stand and disengaged the hydraulic clutch a time or two, just as a driver would, and the whole thing could be made clear in a jiffy.

✦ ✦ ✦

In the Parlour . . .

EARLY morning Earls Court has the air of a little girl being dressed up to go to a party. The lines of cars sit with doors flapping to dry off their wash behind the ears; barrows of fresh flowers are trundled noisily along the rough concrete aisles to freshen up the party décor; white-coated cleaners push cheerful Hoovers to and fro over poor, flattened carpets. Busy workmen with pots and paints titivate the small damage spots left from last night's crush—the last-minute safety pins, as it were. And new panes of glass rectify the results of overcrowded feet on stand displays, though perhaps this reminds one more of "in the parlour, when the company has gone."

It always amazes me, the crowds that get to the Show. Where do they come from, all these people—have they cars, do they want to buy one, or are they just academically interested? Perhaps it's an expression of the good sales market which manufacturers enjoy, that over-enthusiasm of the crowds, which sometimes forces stand attendants to lock up engines and luggage lockers. But this may be small comfort to the tired attendants who find the cars in their care becoming not a little jaded.

✦ ✦ ✦

Domestic

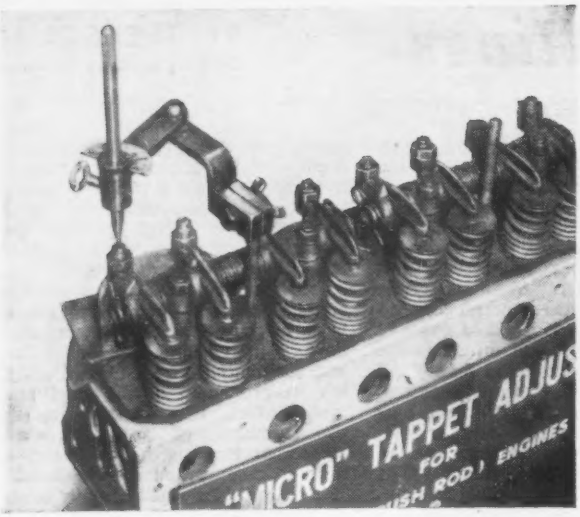
ONE other aspect of the Show deserves some publicity, and that is the admirable arrangements made for the press coverage. I know that is a domestic matter, but I know, equally, that readers must wonder occasionally how such a vast event is adequately described for the benefit of those who have grown used to reading about it almost as soon as it opens. Up on the 2nd mezzanine floor there is a large press room which I, for one, find peculiarly suited to the production of copy, and here the journalists of the world can be seen throughout the Show sitting at their typewriters producing the columns of reading matter which result from the display. There is a first-rate service of press cuttings, a battery of telephones, and even a tape machine in one alcove ticking out the other news of the world; above it, a scoreboard keeps count of the attendance figures.

The S.M.M.T. has a bureau in the corner where the two organizers of this service and their staff are to be seen throughout the Show. They are Mr. C. V. Ford and Mr. H. B. Hicks, and I am glad to give readers this backroom peep into their sanctum.

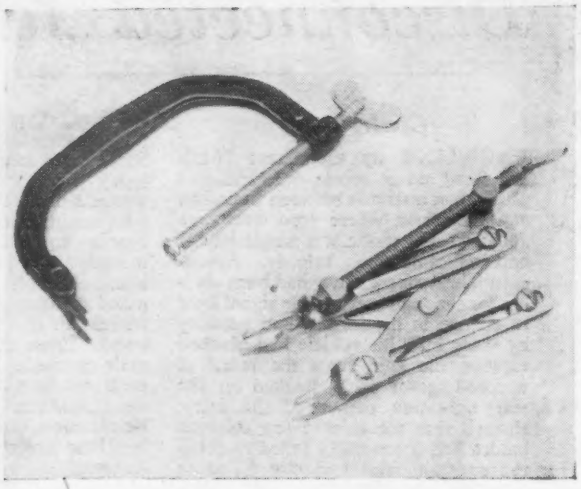
✦ ✦ ✦

Green Fingers

A READER in the United States who is a keen gardener as well as a motorist tells me an amusing story about some dwarf marigolds which he planted outside the kitchen door. He experimented with a new concentrated liquid fertilizer on them which, he writes, was a mistake, as they're not very dwarf now. "I once tried something similar on my wife's geraniums," he continues, "and they grew to 3ft high. I was almost shot for that escapade." Certainly high-octane fertilizer!



This device permits the accurate adjustment of push-rod engine tappets without the use of a feeler gauge.



Two types of valve spring compressor which may be obtained by owners for the home garage.

NEW TOOLS FOR THE

IN the service equipment section of the London Motor Show was to be seen practically every type of tool used by the garage trade, and certainly everything needed to carry out repairs at home. To the private owner, of course, the cost of a really comprehensive range of equipment is prohibitive, but many owners do not realize just how much they can do with a normal collection of general workshop tools, together, perhaps, with one or two special items.

The actual tools required depend upon the size of job that one is prepared to tackle. Some will venture no further than cleaning and adjusting their own sparking plugs; others will completely strip and rebuild engine, gear box or other major unit. Many who come between these extremes would do much more themselves if they were confident that they possessed the necessary skill and right tools for the job.

In these days of high repair charges there is a tendency to keep the car running though it may be badly in need of attention, rather than take it to the local garage. This is obviously false economy, for the efficiency of the car is low and, of course, diminishing further, and it costs a great deal more to run than in a fully efficient state. Eventually, when the job can be delayed no longer, it will almost certainly cost more than if it had been tackled at the outset.

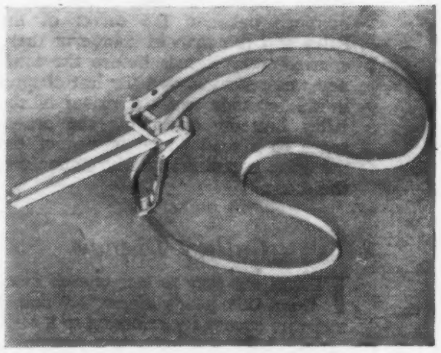
In most repairs undertaken at a garage, labour charges make up by far the greater percentage of the overall cost. Much time may be spent in stripping and rebuilding a unit merely to replace one small part, costing shillings only; the total repair charge runs into several pounds. Even in cases where special tools are needed, it may be cheaper to buy these tools and do the job at home, and it avoids the inconvenience of having the car in a garage for a week or so, awaiting its turn for a one-day task. For use in an engine top-overhaul, for example, a valve spring compressor may cost 15s or more, but it is a sound investment.

It is important that hand tools should be of good quality. It is not possible, for example, to tighten cylinder-head nuts properly with a box spanner made from thin gauge, poor quality steel the jaws of which will quickly become circular and useless. If new spanners are bought, one of the useful and hard-wearing types is the ring spanner. A set of three, suitable for six nut sizes from ¼in to $\frac{9}{16}$in, can be bought for about £1. A set of socket spanners, although perhaps giving better access at difficult points, costs twice this amount. Good spanners make the job more easily and efficiently done—and lessen the chance of broken knuckles.

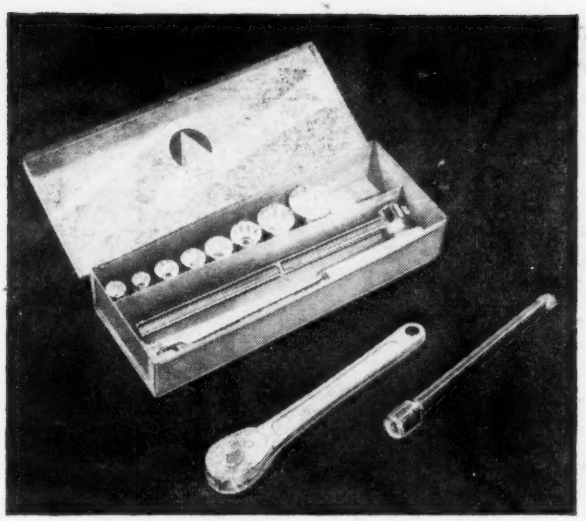
Now that tubeless tyres are available, the question arises as to how a new tyre is to be inflated when placed on the wheel. Sufficient seal between the bead and rim can be obtained by tying a strong rope round the periphery of the tyre, and tightening it in tourniquet fashion with a piece of wood. Dunlop have introduced a neat tool for the job consisting of a canvas belt and buckle, and a metal lever with a toggle action. When the strap has been fixed round the tyre and buckled tightly, the lever is moved through 180 degrees to tighten the strap further. The strap is removed before final inflation to full pressure. The device costs £1 12s 6d.

A new tool introduced at the Show is for tappet adjustment on overhead-valve engines of the push-rod type. Correct tappet clearance is essential to good performance and economy; too large a clearance means late valve opening, shorter lift and shorter duration for either inlet or exhaust; and it is also desirable to have identical clearances for each cylinder. Tappet adjustment with feeler gauges has the major disadvantage that, in the course of normal wear, the rocker face becomes indented by the valve stem. The indentation often is not observed, and is difficult to allow for if seen, with the result that feeler settings are inaccurate.

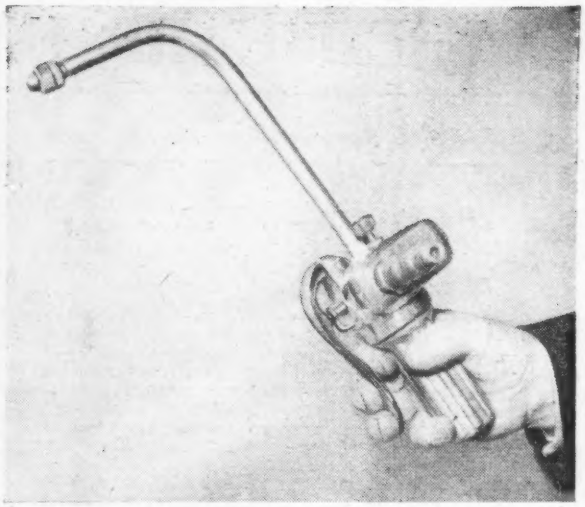
The new tool, shown by A. W. Roe-



When a tubeless tyre is placed on a wheel, this strap, buckle and lever device seats the tyre sufficiently tightly on the rim for the preliminary inflation.



For the owner-mechanic a set of socket spanners, with their extensions and ratchet handles, make light work.



Car washer and polish spray in one—and it will also help to keep down the garden pests.

CAR — AND QUICKER SERVICE AT THE GARAGE

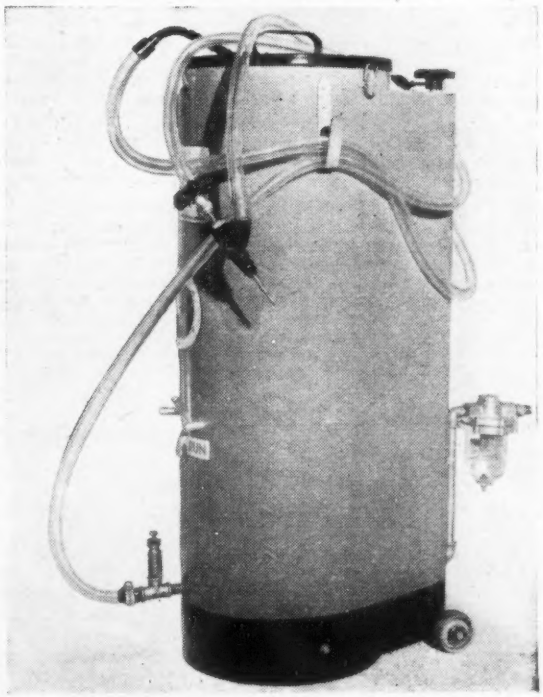
buck, Ltd., of Islington, London, is named the Micro tappet adjuster, and uses the threads of the tappet adjusting screw for obtaining the correct clearance. A bush is attached by a hinged arm to a clamp suitable for fixing to a rocker box cover holding stud. In the bush is a rod, shaped at its lower end to fit in the tappet screw slot. Above the bush the rod has a fixed collar, on which is a short pointer which passes over a semi-circular scale fixed to the end of the supporting arm.

With the tool in place, after the tappet screw has been turned until there is no clearance and the needle set to zero, the screw is turned back a certain number of divisions on the scale. The number depends on the type of car, and a table is provided showing the correct tappet clearance for all models and the appropriate scale number. The screw can be locked whilst the tappet lock nut is tightened up.

Intended for use by garages and in the workshops of large fleet users another piece of new equipment is a power decarbonizer, which makes it unnecessary to remove the cylinder head. It is claimed that, by its use, garages may be able to offer a decarbonization service taking less than an hour, and costing as little as 30s. Made in this country by Triangle Products, Ltd., under licence to the American Kent-Moore organization, it is operated by air pressure and injects into the cylinder non-abrasive vegetable granules. These are scavenged, together with the loosened carbon, and the combustion chamber completely cleaned in about four minutes. A major advantage of the system is that, as the cylinder head is not disturbed, distortion of the head and block faces or the cylinder bores is not introduced.

Easier methods of cleaning and polishing a car are always welcome, and the latest device, which comes from Australia, is a spray gun having a small container for carrying a special wax cleaner It is connected through a hose pipe to a mains water supply. There is a control handle on the gun and a small lever which, in one position, provides a clear water spray, and in the other a foam spray which is said both to remove dirt and to spray on wax at the same time.

A final rinse is given, and a good finish without polishing is claimed. Priced at £5 17s 6d, the gun may also be used as a garden spray and as a cleaner for composition and stone floors. The cleaning fluid is sold in quart tins or can be bought in larger quantities; the concessionaires are E. P. Barrus (Concessionaires), Ltd., of Acton. G. S.



This device, it is claimed, will decarbonize an engine in a few minutes without removal of the cylinder head

Addresses of firms mentioned in this article: A. W. Roebuck, Ltd., 24, Gaskin Street, London, N.1. Triangle Products, Ltd., Manchester Road, Hyde, Cheshire. E. P. Barrus (Concessionaires), Ltd., 12-16, Brunel Road, Acton, London, W.3.

USED CARS ON THE ROAD

No. 83: 1950 Lancia Aurelia Saloon

Price New	Acceleration from rest through gears	Oil consumption	Speedometer reading
£1,500 plus £450 purchase tax	To 30 m.p.h. ... 5.6 sec To 50 m.p.h. ... 12.8 sec	1,700 m.p.g. approximately	41,100
Secondhand £1,475	To 60 m.p.h. ... 17.1 sec 20-40 m.p.h. (top gear) 10.8 sec 30-50 m.p.h. (top gear) 11.4 sec	Petrol consumption 24 m.p.g.	Car First Registered October, 1950

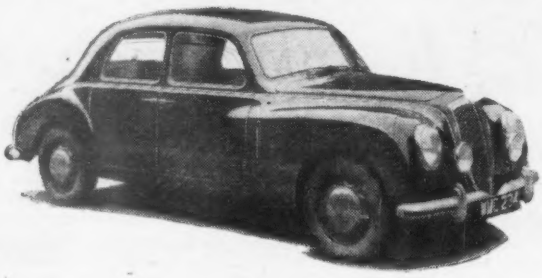
LANCIA cars are always of special interest because their manufacturers have managed to keep in the forefront of developments in design and because the cars themselves justly enjoy a reputation for lively performance and good handling. The performance and handling qualities are partly owed to the excellent independent suspension and also, sometimes, to a very light and compact narrow-V engine. Light weight has been a feature of most of these cars.

The current Lancia Aurelia has a 2-litre engine, but in 1950 a 1,754 c.c. unit was used, and it was this that was fitted to the car described here. It was provided for test by J. Davy, Ltd., Yeoman's Row, Brompton Road, London, S.W.3. The first impression was respect for the care with which the car had obviously been looked after, for, despite its useful mileage, the black cellulose was undamaged and highly polished. All bright parts were sound, most of them being of polished aluminium rather than the chromium-plated steel favoured by most British manufacturers. The interior trim, which included cloth upholstery, was austere by British standards, but it was clean and undamaged.

The V-six engine was not quite immediate in starting from cold but no serious trouble was ever experienced. At some speeds there was a little vibration and the presence of the engine could always be felt, but in the pleasant sense that the driver knew what was going on under the bonnet. The performance was excellent. The car went very well on any normal type of road surface, being always very controllable. It was a rewarding car, responding and handling so well that a driver could not help but *drive*, always getting the best out of it.

Owing to the relatively light weight the Aurelia was more sensitive to load variations than many heavier cars, but while acceleration was affected when four people were carried the road-holding continued to be excellent. The steering was light and sensitive and very rarely was there felt any of that characteristically Lancia shake at the wheel (resulting from the unusual independent front suspension system). The gear box was mounted at the back of the car and was operated via a steering column lever. This worked well and fast changes could be made once the driver had acquired a certain knack in feeling the way into third gear. There was virtually no wear in any part of the transmission. In comparison with most cars, the suspension was more firm; comfort was quite satisfactory and this firmness added to the feeling of security and control. The spring dampers and the brakes were entirely adequate, and there were no rattles in the pillarless body. The tyres were worn about half-way through the treads.

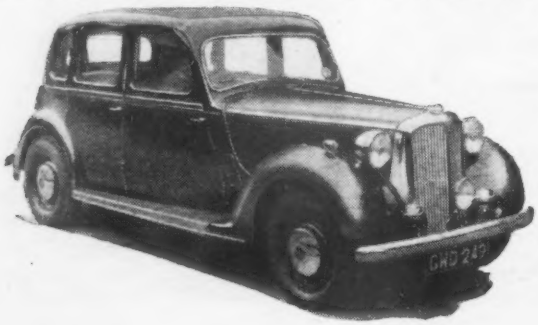
There were several useful accessories and interesting details in the equipment. The instruments were of the Continental type, and although m.p.h. was marked in small figures on the speedometer the distance recorders were marked in kilometres. (The total has been converted to miles in the table above.) A clever control on the steering column operated the dipping mechanism and also, when side lights only were in use, it could be used to flash on to dipped head lights for warning at night. There were a cigarette lighter, heater and a good radio, a full set of tools and two auxiliary lights. The m.p.g. was a little disappointing but there were indications of too rich a mixture.



No. 84: 1948 Rover 75 Saloon

Price new	Acceleration from rest through gears	Oil consumption	Speedometer reading
£865 plus £241 0s 7d purchase tax	To 30 m.p.h. ... 8.0 sec To 50 m.p.h. ... 19.9 sec	Negligible	23,451
Secondhand £572 5s	To 60 m.p.h. ... 31.6 sec 20-40 m.p.h. (top gear) 12.6 sec 30-50 m.p.h. (top gear) 13.8 sec	Petrol consumption 20-24 m.p.g.	Car First Registered May, 1948

NOWADAYS one is inclined to attach to the name "Rover 75" a picture of modern lines and characteristic Rover engineering. The engineering is there on all models, but it is easy to forget that the original 75 was styled in the classic way, like all pre-war Rover cars. Clean lines combined with a functional and unostentatious appearance to provide the type of body that was—and still is—beloved by many motorists. Silence and smoothness, quality construction and refined behaviour have long been associated with these cars, and the 1948 75 model possessed all these characteristics. The car tested was provided by Rowland Smith (Motors), Ltd., Hampstead High Street, Hampstead, London, N.W.3.



It seemed that the car under review had probably covered no greater mileage than that indicated, but the impression prevailed that it had probably spent most of its life undertaking city work. There was wear in those components that are most used in crowded road conditions.

The cellulose was black and in good condition, and most of the chromium plating was sound although it was pitted in places. The dark red leather upholstery was in very good condition, and there were red loose covers on the front seats. The woodwork of the facia and window surrounds was sound; there were few scratches on it. The starting was excellent, the engine responding to a touch whether hot or cold. Up to about 40 m.p.h. it was very smooth and quiet, but thereafter it was rather more fussy than most cars of this make.

The steering had some play but although it was not excessive the adjustment was rather stiff, and this seemed to make the play more noticeable than it might otherwise have been. Suspension as a whole was good. There was no indication of wear in the spring dampers and few road shocks were felt inside the passenger compartment. More wear could be noticed in the gear box and clutch. The former worked well but the central lever seemed more sloppy than would usually be expected at this mileage. The clutch was fierce when used to start from rest until the driver had become thoroughly used to it. These points of clutch, gear box and steering combined to give the impression already referred to that the car had mostly been used in heavy traffic.

The brakes were very good, and the front tyres were almost new. The rear tyres were also in good condition, if a little more worn. Accessories included a heater and a rear window blind, but the set of hand tools, usually to be found in a drawer under the facia, was no longer there. Instruments included a fuel gauge which incorporated an oil level indicator, an ammeter, clock, water temperature and oil pressure gauges, and a speedometer with trip and total mileage recorders.

Body rattles were almost non-existent, but the doors did not close with the smoothness associated with the make.

The Conquest Saloon. *75 bhp. 80 mph. Acceleration 0-60 in 20.4 secs. Petrol consumption from 26.5 mpg. at 30 to 21 mpg. at 60. £1066 plus £445.5.10 p/t.*

D246

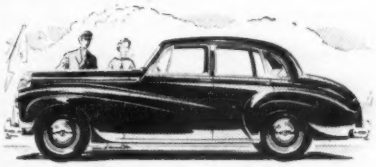
The universal appeal of the Daimler CONQUEST range

What an exceptional quartet of cars is the Daimler Conquest range. Look at them individually—there is Daimler dignity, brilliant performance, fluid flywheel transmission, automatic chassis lubrication, a superb standard of craftsmanship in finish. Consider them collectively—where else would you find a range of cars offering such a rare combination of qualities to such widely differing tastes?

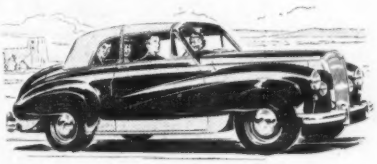
BY APPOINTMENT The Daimler Co. Limited Motor Car Manufacturers to the late King George VI

'OUT OF PEDIGREE COMES PACE'

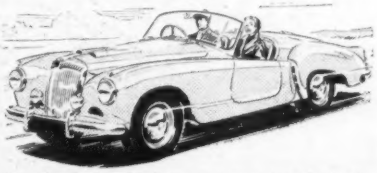
THE DAIMLER COMPANY LIMITED · RADFORD WORKS · COVENTRY



The Conquest 'Century'. *100 bhp. Twin carburettors. 0-60 in 16.3 seconds! Bigger brakes, more leg room in rear, telescopic steering, etc. £1172 plus £489.9.2 p/t.*



The Conquest Coupé. *100 bhp. 90 mph. Powered drophead operates at touch of a button and is adjustable to three positions—closed, 'de ville' and fully open. £1225 plus £511.10.10 p/t.*



The Conquest Roadster. *Over 100 miles an hour! £1180 plus £492.15.10 p/t. Also available in a very attractive alternative bod-style with a fixed head.*

TO EVERY DRIVER OF A NEW CAR

How to keep your engine in peak condition

When you have invested a considerable sum of money in buying a new car you don't want to see it deteriorate quickly. But while any amount of care and elbow-grease is spent on keeping body-work gleaming, many car owners neglect something far more important — care of the new engine.

If nothing is done about it, your engine will gradually accumulate a tenacious slate-like deposit on valve heads and cylinder-head surfaces. These harmful deposits cause loss of power and extravagant fuel consumption — until, before you know where you are, your 'new' car is approaching middle-age and needing an overhaul.

There is a way of checking this build-up of deposits in your engine. BP Super petrol, with its new additive, BP 08, keeps valves, plugs and piston rings cleaner. Run a new car on BP Super plus BP 08, and the bulk of the products of combustion which might otherwise form deposits are passed harmlessly out through the exhaust.

Maintain full compression with BP Super plus BP 08

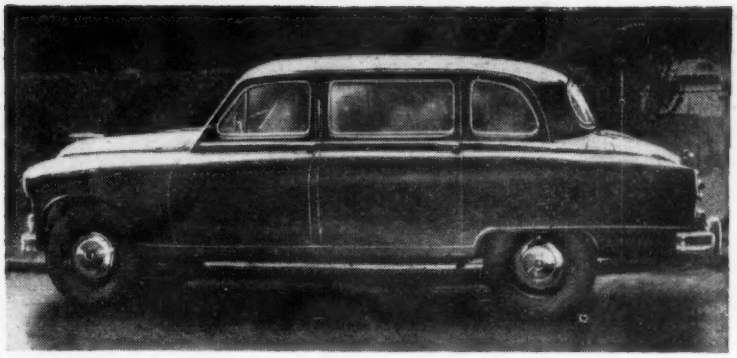
Your new car will now behave like a new car for a much longer period. The lively performance, smooth running and instant starting, which the car was designed to give you in the first place, it will now go on giving you over thousands of miles.

This is an insurance for which there are no extra premiums. BP Super plus BP 08 costs you not a penny more at the pump. It will cost you far less in the long run, because you get still more miles per shilling, and you won't need to take your car off the road for an overhaul so soon. With BP Super plus BP 08 you are protecting a valuable investment in a safe, easy and economical way.

Change up to BP Super for peak power per piston

THE BP SHIELD IS THE TRADE-MARK OF ANGLO-IRANIAN OIL COMPANY, LTD.

NEWS and VIEWS



Is there a familiar line about this car, seen parked in a street in Sweden? It is a local conversion of the Standard Vanguard to a long wheelbase model for taxi use, to carry six passengers and the driver. The increase in wheelbase is achieved by lengthening the chassis and the roof, and fitting wider doors.

Turin Motor Show

THE Italian Motor Manufacturers' Association announces that the 37th annual international motor show will be held in Turin from April 20 to May 1, 1955.

In Parliament

MR. BOYD-CARPENTER informed Mr. Brockway on October 21 in the House of Commons that legislation requiring vendors of second-hand road vehicles to give a guarantee of serviceability for a given period would not be practicable.

Oil for the Highlands

THE Inverness installation of Scottish Oils and Shell Mex, Ltd., has been enlarged and modernized at a cost of about £250,000. It was inaugurated when Provost J. M. Grigor set the new pumps in motion. He said that the installation would prove a valuable contribution to Highland economy.

Busier Roads

SPEAKING of the "clamant need for new roads" at the annual dinner of the Motor Agents' Association at the Dorchester Hotel, London, on October 26, the president, Mr. T. Stuart Malcolm, said it did not seem to be realized how few of the old pre-war vehicles were being scrapped. There were still about one and three-quarter million pre-war cars on the road, and only about 1,200 were scrapped between September, 1952, and September, 1953. This meant that nearly all of the 400,000 new cars this year were extra to those already in use, and the expansion rate was enormous.

Of the tax on petrol he said: "The unfair, exorbitant, infamous, burdensome, excessive, monstrous petrol tax is a flagrant pillaging of the public, a rapacious levy on necessary transport and a gross toll for the use of road vehicles. At 2s 6d a gallon, representing a tax of 150 per cent per gallon and a revenue of £238 million and more every year, it has become a penal imposition on industry and adds to the cost of living."

For a Good Boy . . .

DURING a recent road courtesy campaign in Oslo, traffic police overhauled motorists, stopped them and handed to them such novel gifts as vouchers for five gallons of petrol or a supply of oil. For pedestrians, the gifts included cigarettes and chocolates. These surprise gifts were the reward for special care and consideration shown to other road users.

Coming Along Next Week

LONDONERS will be flattered in *The Autocar* next week by reading that, in the opinion of a driver recently moved south from the North of England, their driving and traffic habits make for rapid circulation of vehicles even if some ruthlessness is apparent: "Tyro in Town" is the title of the article in which these views are expressed. Another contributor will argue that the present approach to the problem of head lighting is wrong and that it is time to substitute new thinking for it.

In technical matters, the issue will contain a description of the new automatic clutch developed by the French Ferodo company, and the issue is rounded off by an account of a small car tour through the Benelux countries and Germany.

Exmoor National Park

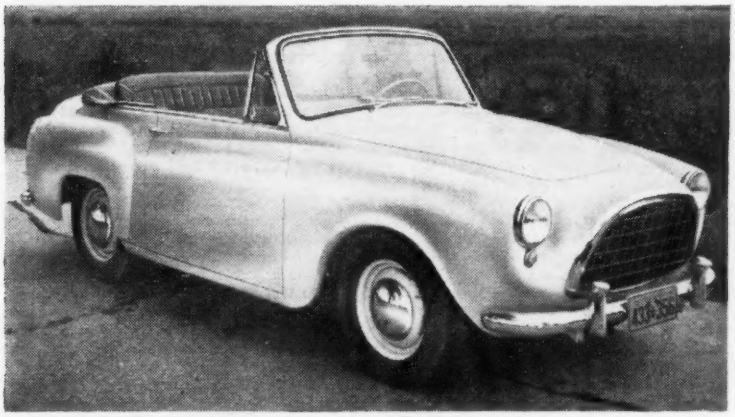
THE Exmoor National Park (Designation) Order, made by the National Parks Commission last January, has been confirmed without modification by the Minister of Housing and Local Government. The new National Park includes a stretch of wooded coastline considered to be one of the finest in the British Isles, and of its 265 square miles 77 are in Devon and 188 in Somerset.

Boring in Berkshire

A SITE for a test well at Faringdon, Berkshire, has been chosen by Anglo-Iranian's D'Arcy Exploration company, and the drilling rig from Bottesford, near Nottingham, is being moved to Faringdon. Wells are also being sunk at Plungar, near Nottingham, where oil sand has been reached at a depth of 2,853ft, and at Hathern, near Loughborough. A seismic survey party is at work in the neighbourhood of Trowbridge, Wiltshire.

Alarm in Sweden

SWEDEN, alarmed at a total of 383 road deaths among its seven million population during the first seven months of this year, is conducting a campaign against dangerous driving, to which many of the casualties are attributed, and all available police are being diverted to road duty. Motorists can be stopped at any time or place by the police for a check on the condition of their cars, and warning has been given that increasing use will be made of the power to stop a motorist for a sobriety test should there be suspicion that he is driving under the influence of drink. In Sweden, proof of such an offence incurs a prison sentence automatically. In



This Hillman Minx convertible was modified by K. S. Fortune and Associates, of West Montreal, Quebec. The entire front has been redesigned and fitted with a Fibreglass unit of wings and bonnet. Modifications to the engine are claimed to have raised the power output to 52 b.h.p.

NEWS and VIEWS . . . . . continued

conjunction with this campaign, the Swedish equivalent of the Royal Society for the Prevention of Accidents has launched a drive for greater care on the part of all road users.

Cost of it All

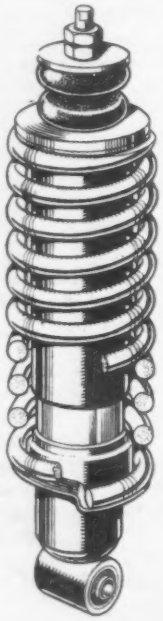
DAMAGE in road accidents, according to the United Nations Economic Commission for Europe, causes a loss which, in money value, is eight times that resulting from fire, and as much as 40 times the loss from crime. As an example, the economists quote the bill which Great Britain faces: £50,000,000 a year.

Holland is held up as a country having a good record for accident prevention; school crossing patrols are used, to very good effect. Over the past five years, 12,500,000 Dutch schoolchildren have crossed the road under patrol protection; during this time only two have been hurt, each escaping with minor injuries. An unexpected, but quite conclusive, result came from a study of traffic on a certain Belgian road: there was a higher accident rate on the straights than on the bends, by day than by night and in good weather as against bad. An obvious conclusion is that motorists take incautious advantage of what they consider favourable driving conditions.

A bright spot in the report was the hope expressed of reducing accidents in the future, for the number of people killed on the roads, in comparison with the increase in volume of traffic, is lower at present than it was before the last war.

All-in-one Suspension

IN a logical development of the coil spring suspension and hydraulic, telescopic damper, Girling, Ltd., of Birmingham, have combined the two into a single unit which may be installed with only two points of attachment, instead of the four normally required for the fitting of the spring and damper independently. In the Girling suspension unit the lower part of the damper casing is shaped to receive the lower end of the coil spring, and the upper end of the spring bears against a flange carried by the piston rod of the damper, the flange forming part of the mounting of the upper end of the damper where it is attached to the chassis or body shell. Between this flange and the end plate at the top of the damper cylinder is inserted a rubber moulding which prevents metal-to-metal contact on full compression of the spring. Apart from the simplicity of the mounting, an advantage is that the spring and damper can be supplied with matched characteristics.



"Motor Cycle" Specials

TWO special issues of *The Motor Cycle* will be published describing in full the Earls Court, London, motor cycle show. These will be dated November 11 and 18, the first being a show guide and the second a show report. Motorists are reminded that three-wheeled cars will be included in the show and in the special issues of *The Motor Cycle*. The issues will be at the usual price of 8d.

New Headquarters

IN the absence through illness of Sir Leonard Lord, chairman and managing director of the British Motor Corporation, the new headquarters of the Institution of Production Engineers at 10, Chesterfield Road, London, W.1, were officially declared open by the president, Sir Walter Puckey. At a later meeting of the Council of the Institution, Sir Leonard was elected vice-president of the Institution, and president-elect. He is due to take office as president next July.

Caravan Progress

CONTINUED progress was reported at the annual meeting of the South-Western Centre of the Caravan Club of Great Britain and Ireland, held during a rally at Cullompton, Devon, and attended by members from Bristol, Cornwall, Devon, Somerset and Gloucestershire. The secretary, Mr. W. W. J. Hammond, of Bradford-on-Avon, said that since the formation of the Centre in 1938 membership had risen from 27 to 547 full members and 279 family members, and that during the year the total of full members had increased by 29, and of family members by 30. Fellowship qualification was on the way to a record, he added.

Forced Eyesight

MOTORISTS who need glasses for driving were the subject of a recent question and answer in the House of Commons. A Member wished to know if driving licences could be endorsed where applicable to show that the holder needed glasses. He was also asked if the wearing of glasses, where necessary, could be made compulsory while driving.

In his reply, Mr. Boyd-Carpenter said that he was reviewing the question of safe vision. Compulsion would involve legislation.

523,586 Saw Motor Show

ACCORDING to Mr. A. B. Waring, president of the Society of Motor Manufacturers and Traders, a record number of overseas visitors attended the Motor Show at Earls Court, which closed last Saturday evening. He said that all the exhibitors reported considerably more business activity than at last year's record event, and many buyers took advantage of the days when the admission charges were higher to visit the exhibition and examine the products in more comfort.

In the table below are given the day-by-day attendances, and last year's record figures are given for comparison. Last year, of course, admission prices were lower, and it is therefore remarkable to note the relatively small decline in attendances.

	1954	1953
Wednesday	15,119	27,539
Thursday	39,081	46,783
Friday	40,824	44,777
Saturday	85,634	95,688
Monday	62,175	63,900
Tuesday	22,725	66,938
Wednesday	78,762	75,463
Thursday	66,676	67,511
Friday	50,301	51,622
Saturday	64,287	72,692
	523,586	612,953

THE OVERRIDING NECESSITY

TWO prominent figures in the motor industry took the opportunity of Showtime to emphasize to the Government the necessity for new roads. Mr. A. B. Waring, the president of the Society of Motor Manufacturers and Traders, spoke of this, among other things, at the annual dinner in London on October 19. Having reiterated the list of taxes which the vehicle owner must pay in Britain, he pointed out that the growth in the number of car owners was one of the most desirable features and a most important indicator of a rising standard of living. This year, he said, more than 400,000 cars would pass to home owners, over a quarter more than in the best year before the war.

"In most overseas markets," said Mr. Waring, "the roads come first and the vehicles follow. No corresponding road policy is in evidence in our own country, which struggles along on the wartime principle of 'make do and mend' in an endeavour to meet the consequences of the irrepressible growth in the number of road vehicles."

Whatever the present circumstances of the roads might be, the future prospects were infinitely worse. Pre-war there were three million vehicles on the roads; this figure would have doubled in another three or four years when there would be six million. "The economists tell us that it will be again doubled within another generation, when there will be 12 million. This estimate is confirmed by the recent statement by the Chancellor of the Exchequer, who believes we shall double our standard of living in the next 25 years. Any country which doubles its standard of living at least doubles its vehicle population.

"When we are told that the solution of the road problem is all a matter of pounds, shillings and pence, we remind ourselves of the £400m of taxes now being raised annually from road users."

Sir Patrick Hennessy, deputy chairman of the Ford company, was also forthright on this subject. In announcing Ford expansion plans he said that the nigger in the woodpile of expansion was roads. If Government policy continued on the lines of recent years there was not going to be room on the roads. He felt that the patience of the British motorist ought to change if something was going to be done. At the moment, modernization stopped at the factory gates and the cost of inefficient transport was immense. "The lack of proper roads," Sir Patrick said, "constitutes a major setback to industrial development."

The eye is caught by the length of side window in a two-door saloon, and by the deeply curved windscreen of the Borgward. Both provide the car with ready recognition points.

The curved sides of the bodywork, relieved by a plated strip, help to increase interior width. The deep bumpers fit very close to the panels and no overriders are used. The rear side windows open slightly, being hinged on the leading edge.

The Autocar ROAD TESTS

No. 1548:

BORGWARD 1500 ISABELLA SALOON

INTRODUCED earlier this year by the German firm, Carl F. W. Borgward G.M.B.W., of Bremen, the Borgward 1500 Isabella saloon is a good example of a medium size Continental family car. It takes its place in the Borgward programme with the diesel-engined 1800 and the larger petrol-engined model, the 2400, which can be supplied with automatic transmission. The Isabella saloon is of unit construction, with the stiff floor forming the main stress-absorbing structure. Full independent suspension by coil springs is used, in conjunction with wishbones at the front and swinging half-axles located by torque arms at the rear. The engine, gear box and front suspension are mounted on a sub-frame attached to the main body structure. This form of chassis layout and suspension is typical of several present-day Continental designs.

Deceptively roomy inside for an unladen weight of just under one ton, the Borgward 1500 has a very good main road performance. The 1½-litre, four-cylinder overhead-valve engine starts at once after being in the open all night and, if required to do so, will immediately pull strongly without use of the choke. It is very smooth throughout its speed range and, when it is ticking over, the flexible mountings and the use of a sub-frame for its support reduce to insignificance the amount of vibration and noise apparent inside the body. In spite of the large difference between body and engine size as compared with other cars of a similar engine capacity, the power unit gives no impression that it is being overworked.

Working Happily

The highest easy cruising speed of the Isabella is about a genuine 70 m.p.h. and, at this rate, everything is working happily. There is a considerable margin above this figure before maximum speed is reached. This maximum, reached in one direction with the aid of a strong tail wind which was blowing during the performance testing, is very creditable for a comparatively small engine. The willingness to accelerate and to turn over at high revolutions results in a useful performance in the indirect gears; the well-chosen, Continental type of high gearing means that to get the best out of the car and engine, the driver must make use of the gear box in an intelligent fashion; if he does so the car will respond. Quite impressive average speeds can be achieved, and spirited hill-climbing in third gear with the engine

Good driving visibility is promoted by the forward sloping bonnet, with its thick plated centre strip and motif. Pilot bulbs are contained in the head lamps, below which are the conical-shaped flashing direction indicators. The corners of the car are well protected by the bumpers fore and aft.

ROAD TEST . . . . continued

Both back rests of the front seats hinge forward to give access to the rear compartment with its wide, deeply upholstered seat. An arm rest is fitted on both sides of the rear seat. A plated guttering runs round the outside of the roof.

turning over quickly adds much pleasure to motoring in this out-of-the-ordinary car. As in nearly every case, if full use is made of the available performance, fuel consumption figures can suffer but, at cruising speeds in the region of 45-50 m.p.h., the Borgward 1500 is very reasonably economical.

Comfortable Ride

The four-wheel independent suspension complements the engine performance to a very large extent. There is a comfortable ride at all speeds and, when the Isabella was taken over a piece of unmade road, with extensive potholes, at about 35 m.p.h., little discomfort was experienced by the occupants. Cornering at normal speeds reveals very little difference compared with that of cars having a more orthodox type of present-day suspension, and the complete absence of tyre squeal at all speeds is most noticeable. It is only when using the higher performance of the car on bends that the driver is reminded that the rear axle is not of the rigid pattern. In the higher speed range a slight tendency is noticed for the tail of the car to swing outwards, oversteer becoming apparent. On the other hand, when taken round a very fast open right-hand corner which forms part of the Road Test course, the Borgward came out of the bend much faster than cars of considerably bigger engine capacity; it was quite controllable. Wet surfaces made little or no difference to the road holding once the driver had become accustomed to handling the car. There is little lost motion in the steering mechanism and road shocks are not transmitted to the steering wheel. The steering lock is good and the car can be turned round in a narrow space very easily.

The Isabella is a car in which full use should be made of the gear box, and therefore the synchromesh on all four speeds is appreciated. The column-mounted lever has some lost movement, and because of the baulk ring type of synchromesh it is not possible to move the lever very quickly; a definite pause has to be made before each gear can be engaged. The movement is precise and the gear box is quiet in operation. In the model tested, considerable hum was noticed from the transmission, both on the overrun and when pulling. The hydraulically operated clutch takes up the drive smoothly, and all gears can be engaged freely from neutral.

Light Pedal Touch

One feature of the brakes of the Borgward 1500 is the light pedal pressure which is required to achieve maximum results. The long, pendant pedal has a good "feel" and normal stopping or slowing-down requires only a very light touch, but no grabbing arises as a result of this lightness. When the braking was tested for maximum performance, it remained even, no fade setting in. The hand brake lever on the left-hand drive car tested was on the right-hand side of the steering column and the driver had to reach forward to release it fully. It has a fine-tooth ratchet with three spring-loaded pawls, and on several occasions would not return to the off position in one movement.

The driving position is like that of a modern sports car. The steering wheel comes down into the driver's lap and the seat adjustment allows drivers of widely varying heights and

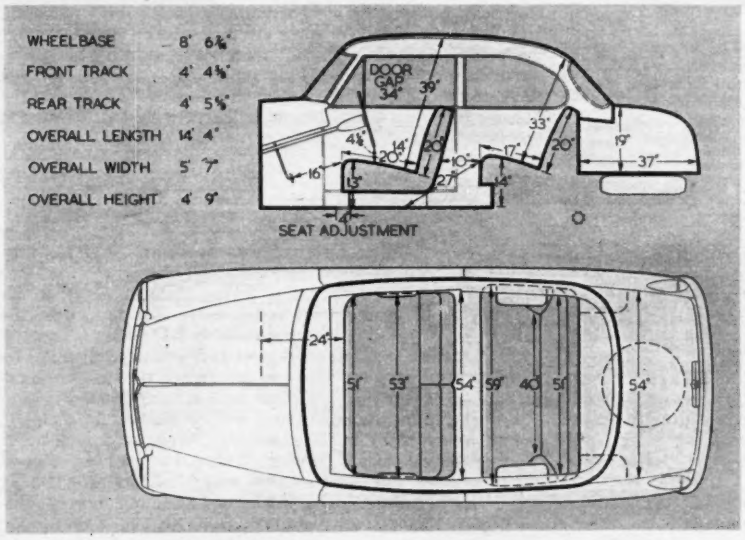
Although the gear box cover occupies a large amount of floor space in the front compartment, there is a commendable amount of leg room. The triangular shaped vents in the front doors wind down to help ventilation. Both doors have map pockets, and there is a cubby hole with a non-lockable lid in the facia.

leg lengths to be seated comfortably but at the same time to have full control over the car. Good support is given by the driving seat to the legs and shoulders, and there is ample room for the driver's left foot away from the clutch pedal. All-round vision from the front seat is good and, although the width of bonnet and wings appears to be more than average for this size of car, one becomes accustomed to the driving position very quickly; negotiating heavy traffic and parking in congested streets are achieved without any trouble. The three circular instrument dials, which are not too brightly illuminated at night, can be seen clearly through the steering wheel, and the control switches do not have to be reached for uncomfortably.

Three people, including the driver, can be accommodated on the front seat, and with such a width of the front compartment a single passenger alongside the driver has more than enough room; if the car is driven round a corner briskly he or she is apt to be rolled about. The engine bulkhead on both sides of the gear box cover is almost vertical and it is difficult, even for a passenger of more than average height, to find a suitable place to locate his feet; a tubular foot rest placed across the floor on the passenger's side of the compartment would, indeed, be a great asset. As the back rest is divided to allow the halves to fold forward for access to the rear seat, there is no central arm rest. There is, however, an arm rest on each door.

The head lamps, which have a foot-operated dip switch, give a good driving beam which illuminates the side of the road, but in the dipped position the cut-off is more severe than one is accustomed to with British lamps. A single-note horn is fitted and the screenwipers cover a good area of the curved screen. The flashing direction indicators are operated by a slender arm extending from the steering column and there are warning lights in the centre instrument

BORGWARD 1500 ISABELLA SALOON



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds. Speed Range, Gear Ratios and Time in sec.

M.P.H.	3.9 to 1	5.73 to 1	9.04 to 1	16.3 to 1
10—30 ..	14.3	8.6	5.2	—
20—40 ..	14.2	8.5	6.2	—
30—50 ..	14.3	9.3	—	—
40—60 ..	18.1	12.3	—	—

From rest through gears to:

M.P.H.	sec.
30 ..	5.7
50 ..	14.8
60 ..	21.8

Standing quarter mile, 22.1 sec.

SPEEDS ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	77.2	124
	(best)	86.0	138
3rd		54—64	87—103
2nd		30—44	48—71
1st		16—25	26—40

TRACTIVE RESISTANCE: 18lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	180	1 in 12.4
Third	285	1 in 7.7
Second	426	1 in 5.1

BRAKES:

Efficiency	Pedal Pressure (lb)
85 per cent	90
75 per cent	50
56 per cent	30

FUEL CONSUMPTION:
32 m.p.g. overall for 466 miles. (8.8 litres per 100 km.).
Approximate normal range 30—36 m.p.g. (9.4—7.8 litres per 100 km.).
Fuel, First grade.

WEATHER: Sunny, dry surface; strong head wind.
Air temperature 42 deg F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of 23 July, 1954.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	84
True speed	11	22	32	41	51	61	71	82	86

DATA

PRICE (basic), with saloon body, **£792 8s.** British Purchase Tax, **£331 5s 10d.**
Total (in Great Britain), **£1,123 13s 10d.**
Extras: Radio **£42.**

ENGINE: Capacity: 1,493 c.c. (91.1 cu in).
Number of cylinders: 4.
Bore and stroke: 75×84 mm (2.95×3.307in).
Valve gear: Overhead, pushrods and rockers.
Compression ratio: 6.8 to 1.
B.H.P.: 60 at 4,500 r.p.m. (B.H.P. per ton laden 51.5).
Torque: 82.3 lb ft at 2,500 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 17.4.

WEIGHT: (with 5 gals fuel), 19¼ cwt (2,212lb).
Weight distribution (per cent): F, 52; R, 48.
Laden as tested: 23¼ cwt (2,612 lb).
Lb per c.c. (laden): 1.48.

BRAKES: Type: F, Two leading shoe; R, leading and trailing.
Method of operation: F, Hydraulic; R, Hydraulic.
Drum dimensions: F, 9.05in diameter; 1.9in wide. R, 9.05in diameter; 1.9in wide.
Lining area: F, 57.66 sq in. R, 57.66 sq in. (99 sq in per ton laden).

TYRES: 5.90-13in.
Pressures (lb per sq in): F, 21; R, 24 (normal).

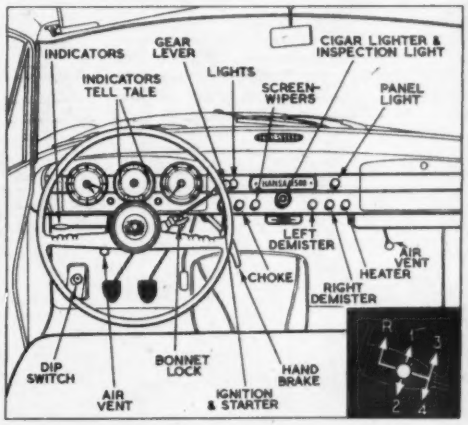
TANK CAPACITY: 8.8 Imperial gallons.
Oil sump, 8 pints.
Cooling system, 13½ pints.

TURNING CIRCLE: 36ft 1in (L and R).
Steering wheel turns (lock to lock): 3.

DIMENSIONS: Wheelbase: 8ft 6 ⅜in.
Track: F, 4ft 4⅝in; R, 4ft 5⅝in.
Length (overall): 14ft 4in.
Height: 4ft 9in.
Width: 5ft 7in.
Ground clearance: 6⅞in.
Frontal area: 20 sq ft (approximately).

ELECTRICAL SYSTEM: 6 volt; 84 ampère-hour battery.
Head lights: Double dip; 35-35-watt bulbs.

SUSPENSION: Front, independent, coil springs and wishbones. Rear, independent, coil springs and swinging half axles. Anti-roll bar position, front.



The full width of the body interior is utilized in the capacious luggage locker, the floor of which is covered with removable matting. Rear and stop lamps with direction indicators are combined in the lamp units, and reflectors are provided. The locker lid, released by a catch from inside the car, has spring loaded hinges so that it is self-supporting when lifted.

and passengers are not cramped for leg room when the front seat is set some way back. Entry to the rear compartment is best achieved from the passenger side of the front, as the back rest on this side folds well forward, being unobstructed by the steering wheel. Part of the wheel arches projects into the rear seat back rest; an arm rest and an ashtray are provided on either side. The upholstery covering is a combination of leatherette and cloth, and the car tested was fitted with well-fitting loose covers. There is a useful parcel shelf between the rear window and the rear seat back rest and the interior roof light comes on when the doors are opened. There is also a switch on the lamp itself. A large window area gives plenty of light inside the car and all the side windows open, including the triangular-shaped vents in the doors; it was found that the best ventilation, without too much draught, could be obtained by having the forward vents and the rear quarter lights open. Quick action winding mechanism is not provided for the driving side window.

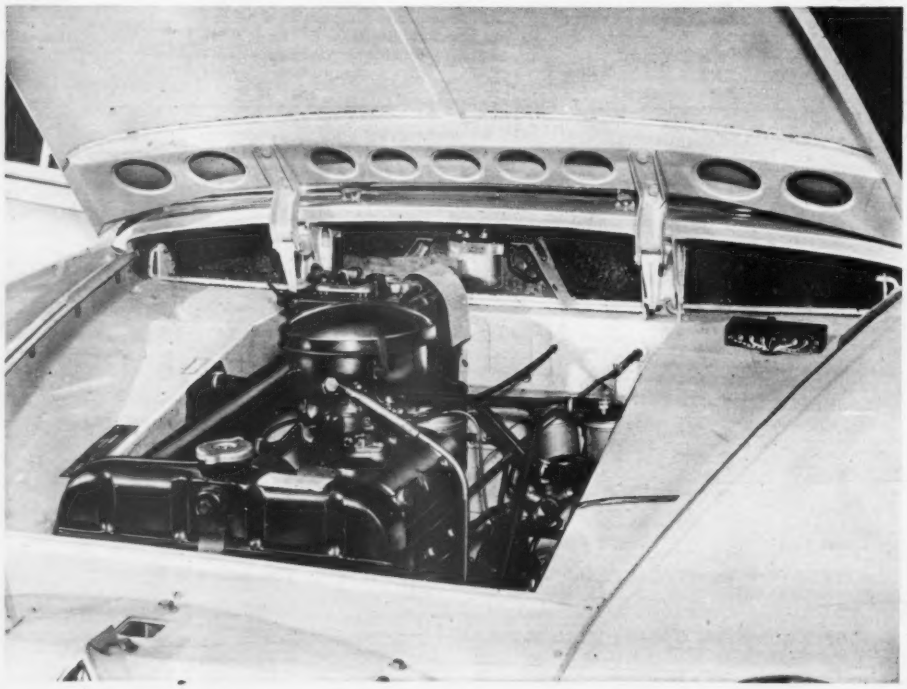
The accessories of the engine are well laid out; oil level dip stick and water and oil fillers are easy to reach. The electrical equipment is particularly well done, separate fuses being provided for most circuits. Immediately behind the cylinder block is the oil filter. No starting handle is provided, and a single jacking point exists on each side of the car; the jack, which is normally housed loose inside the luggage locker, will lift the car sufficiently for a fully inflated tyre and wheel to be placed on the hub without fouling the

ROAD TEST . . . . . continued

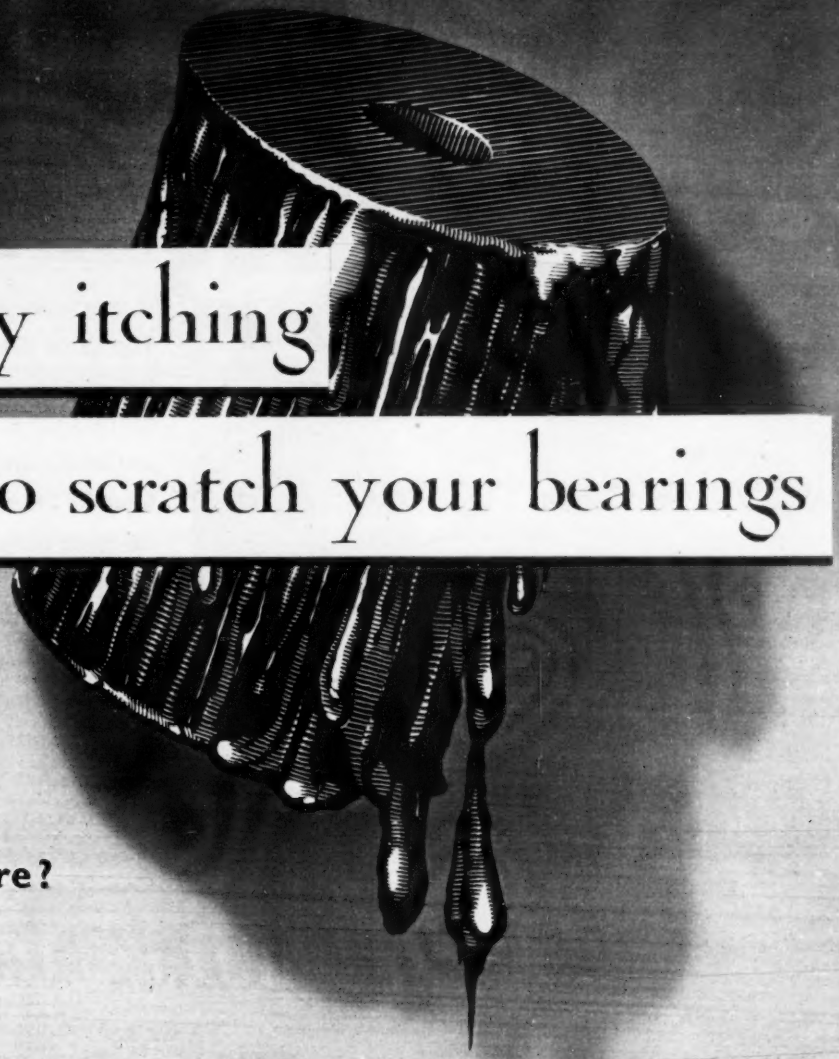
dial. The starter switch is incorporated with the ignition lock, a further turn of the key from the "on" position completing the starter circuit. A fresh air heating and demisting system is used and this relies on air pressure built up in the vents by the speed of the car. There is no booster fan, so that it would seem that a combination of enforced low speed and a very cold, foggy night would result in very little demisting of the windscreen. Controlled-temperature air is circulated in the front compartment through ports below the facia, with separate control for driver and passenger; the demisting vents also are controlled individually from the facia.

The rear seat is well forward of the back axle centre line wing arch. A particularly robust wheel nut spanner is provided. A peculiar point noticed about the wheels was the difficulty experienced in using a tyre pressure gauge or air line chuck, the valve stem being very close indeed to the wheel rim. There is no compartment provided in the luggage locker for the tools, but the locker is illuminated at night by the rear number plate lamp, which shines through an aperture in the locker lid. The fuel tank filler is located behind a hinged flap on the right-hand side of the car.

The Borgward 1500 is another example of a well-made Continental car which is very comfortable and has a good performance. The model tested was provided by Metcalfe and Mundy, Ltd., 280, Old Brompton Road, London, S.W.5.



The compact power unit looks very efficient with its aluminium valve covers. A large air cleaner is fitted to the carburettor, and has a tapered inlet pipe. The oil reservoirs for the hydraulically operated clutch and brakes are on the left side of the bulkhead. Water pipes for the heating unit pass into the ducts on either side of the engine through the body framework. Both battery and fuse box are accessible, and the bonnet is self-supporting in the open position.



...simply itching to scratch your bearings

Is YOUR car here?

If so, it may have a Purolator oil filter:

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Sapphire
AUSTIN
A.30; A.70
A.40 (1952 onwards)
MORRIS
Minor; Oxford
M.G.
Midget
Magnette
FORD
Zephyr
Consul
STANDARD
Eight
Vanguard (from 1951)
TRIUMPH
Renown (from 1951)
MORGAN
Plus 4
ASTON MARTIN
D.B. Series

The Purolator 'Micronic' filter (because an efficient oil filter arrests a greater amount of harmful matter than a less effective one), eventually gets clogged up with impurities and needs a new element.

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'MICRONIC' OIL FILTER

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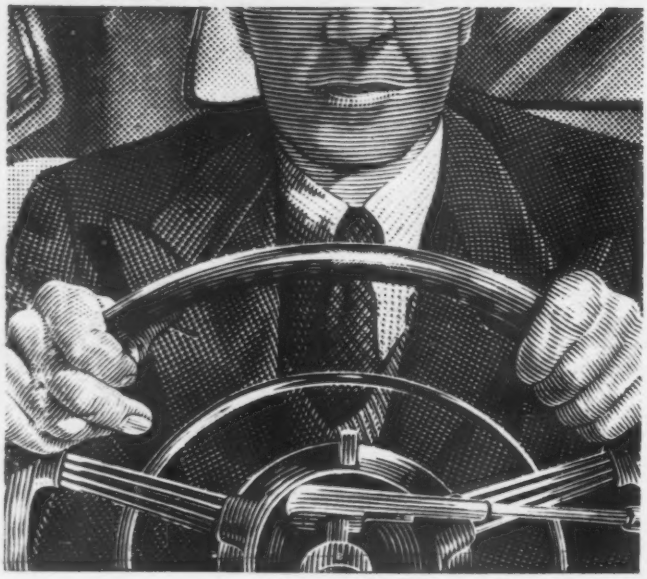
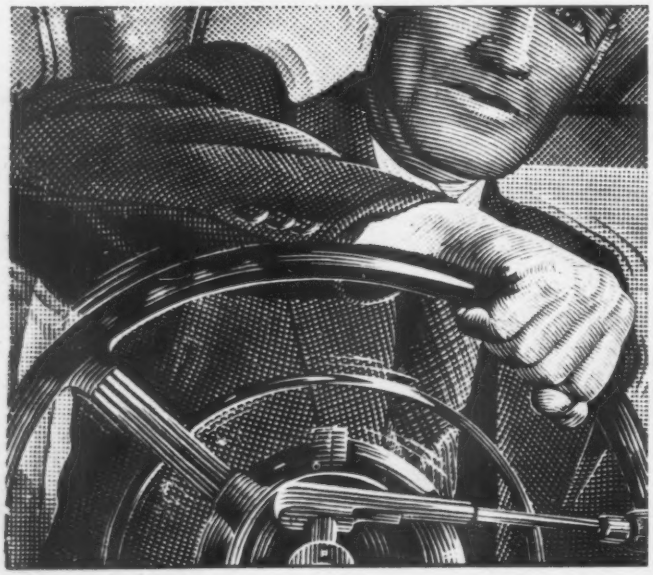
Do you value YOUR safety - and fit FERODO ANTI-FADE BRAKE LININGS



If only brake drums wouldn't get so 'het' up! There's no denying, 300° centigrade is an uncomfortable heat for brake linings to be pressed tightly against. That's why some linings 'fade' and let matters slip; and if brake fade happens when an emergency stop is needed—tragedy can quite easily result. It's something to think about.

The Ferodo organisation, with its unrivalled research talent and testing facilities, make Anti-Fade Brake Linings that give you safer, more reliable braking and greater driving control. So when your brakes do need re-lining, remember to *ask* for Ferodo—the Anti-Fade Brake Linings.

- or don't you think about it?

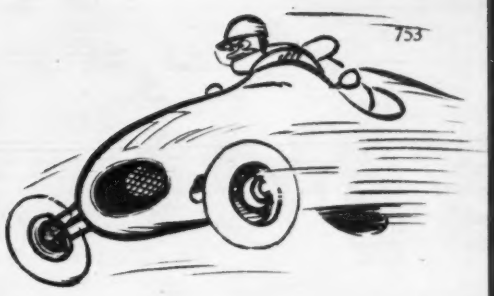


THIS LABEL...

is proof that your garage have re-lined your brakes with genuine Ferodo Anti-Fade Brake Linings. It is orange and black and should be tied to the steering wheel of your car. The label is issued with every set of Ferodo Linings, so please make sure you are given it.

FERODO LIMITED · CHAPEL-EN-LE-FRITH
A Member of the Turner & Newall Organisation

FULL CHAT . . .



. . . AS THEY SAY IN THE BEST RACING CIRCLES

"One car to lap another . . ."

TO be cast suddenly into the pit of motoring jargon is like being pitched into some esoteric cult in the midst of gibbering Neronic monsters. Pit: yes, that was one of them, and it was a long time before I realized that pits were not caves fitted with iron bars thick enough to hold back the lions; I couldn't imagine anything fiercer than domestic felines doing the magical lapping, either. Apparently it was among the quite probable possibilities for one car to lap another on the track, and there seemed to be no joy in that . . .

Of course, I had been introduced to locks before; the only trouble was that I could never distinguish this lock from that lock, with the result that reversing often turned into a zigzag exercise. The next lesson was one of initials: that i.f.s. was not the one of pot and pan rhyme fame, that f.t.d., m.p.g., r.p.m., were quite intelligible if only you knew their meaning. B.h.p., of course, was quite simple, for anyone knew what the h.p. part stood for; the only trouble was that to mention it without the "b" was to call down coals of fire on one's ignorant head. After a few months, of course, I found myself airily asking the cubic capacity of any car quoted to me in h.p. figures by an unfortunate uninitiated.

From then on things became easy. I rapidly learnt that leading and trailing shoes had nothing to do with attachments to the going-away car at a wedding; that two-up didn't mean cornering on two wheels; that radiator hose had nothing to do with a new sort of nylon; and that any resemblance between single-plates and the kitchen dresser was entirely coincidental. The wishbone came rather well off the typewriter because of its Christmas chicken memories; my sister and I always had the wishbone to pull (she invariably won the wish, having precociously learnt the knack of gripping tightly near the big end).

Not quite so easy to sort out was that a saloon could become a sports car if it had a racy appearance and uncomfortable back seats; that in certain circumstances a coupé dropped its head and that to use the American term hardtop was just not done in the best *Autocar* circles. Also, bore and stroke had nothing to do with placating languid pussies.

Perhaps the last stage of apprenticeship was reached when Al-fin came out in type as all-thin; but who was to know that brake drums couldn't be described as thin, anyway?

No. We only use clear, straightforward English in an editorial office. . . .

O. H. C.

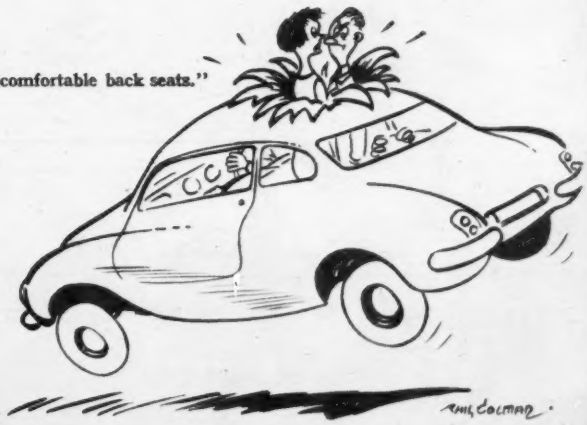
"A zigzag exercise."

"Radiator hose . . . a new sort of nylon."

"Nothing to do with . . . the going-away car."

"Placating languid pussies."

"If it had uncomfortable back seats."



"Where the Dochart comes foaming and frothing over the slab bed."

INCONSEQUENTIAL WAYSIDE RICHES ARE HIDDEN TO THE MOTORIST WHO WILL ALWAYS CHOOSE THE FASTEST ROUTE

SHY JEWELS OF

"Then into the glen itself . . . above the stony little watercourse that is the river Almond, towards hills that are bare, rounded and no less forbidding than the clutter of fallen rocks rolling right to the roadside."

SCOTLAND

By JOYCE WHILLIS

IN the fortunate profusion of good roads heading for the Highlands there is ample choice of the way to go, but that does not mean that all choices are agreeable. The industrial heart of Lanarkshire is depressing in the extreme but at least following A9 from Edinburgh to Perth gets over the industry of Falkirk and Linlithgow quickly.

It may seem surprising as a way to the north-west, but there is a route that leads ultimately to the right place while bringing the mountains near all the sooner and by easy roads —two good reasons for accepting a detour rather than going Highland bull at Highland gate. Besides, it's different and that alone is commendable.

There are two possible ways to get at it, one by taking the road from Perth to Crieff, the other by coming up Glen Almond on B8063. For various reasons our choice fell on the Crieff approach where the road forks north from Gilmerton marked to the Sma' Glen and eases its way uphill through the trees, quite soon selecting the right fork and clambering upward away from the woods. This is by no means an exhausting ascent and the road is quite good. The commendable features hereabouts are an interesting view of mountains, real mountains, round the back of the wooded Knock of Crieff, and in a field of rough grass indisputable evidence that the wild-looking Highland cattle do actually begin life as calves; but these were only transitory impressions.

Caledonia appears exceedingly stern and wild as the road goes over the top without benefit of a worthwhile view; distantly there is promise of an ascent which never becomes noticeable and the road seems in effect to be as flat as a dinner plate except where it tilts slightly downward to join the Glen Almond branch. Coming from Gilmerton, this road is on the right, curving off along the side of the glen, and though B class, apparently good. Glen Almond is the kind of valley one hopes to explore sometime because the filigree gold of autumn hung on silver birch trunks has a rich promise that it will be as good as it seems when the calendar artists paint it with their unfailing enthusiasm.

A matter of yards beyond the road junction the north-south road sweeps round a picture postcard crescent towards the beginning of the Sma' Glen proper, which should really be translated from the Gaelic *Caol Ghleann* as "Narrow Glen." There was a diverting moment at that point where all the jokes about Aberdonian economy came to life in the form of a miniature steamroller and one man who was both roller driver and roadmaker, dividing his time between spreading a few shovelfuls of tarmac and climbing aboard to squash it. Surely an economy of labour, and if the actual man-hours were the same, this solitary Scot at least had no colleagues with whom to gossip an increase into his pay packet.

Then into the glen itself besides the yews and the thin scatter of scrawny pines above the stony little watercourse that is the river Almond, towards hills that are bare, rounded and no less forbidding than the clutter of fallen rocks rolling right to the roadside, although a wire mesh fence luckily keeps back the sheep along the way. This road section is a different story, where it rises and dips to the wooded riverside, down to the trees that grow by the water in a narrow pasture and where the houses are planted deep in the glen with their windows built high against the winter snows that lie late, even until June, hereabouts.

In time the glen ends and the road crosses the Wade bridge and swings over another stretch of moorland past the defiantly whitewashed rock proclaiming Scotland for the Scots—they can have this stretch of scenery—towards Amulree Hotel; this after Clach Oisean, Ossian's Stone, where tradition says that the bard of the Gael lies buried by the ice-scarred and enormous boulder.

One and a half miles beyond the hotel the road takes off to the left (A826) up through the woods under the rowans, and uncomfortably narrow at this point, while we contemplated the chances of encountering timber lorries. Luckily, we did not until the narrowest stretch lay behind; but farther back it would have been embarrassing to meet that log-trailing colossus which wasted no time in its descent. As the woods drop behind the road goes pulling up and up, moderately, between the screes and rocks and a wilderness landscape of the moon, attractive enough to those whose native heath is such wild country.

A lonely country it was, with not a bird in sight and the late autumn heather brown while the deeper parts were still in September colour. The road itself is good for all its wildness and the surrounding barrens of dark brown and dun-coloured bent and acid-green bog. Then quite unexpectedly the road reaches its crest at the fourteen hundred foot mark. The crest has a lochan, Loch na Craige, lying like dark pewter by the roadside and there was a boat on the water with wildfowl slowly and thoughtfully swimming through the mirror surface—phalarope, I think, but too shy to come near for recognition.

A little farther on there is one of those memorable views that make all the climb and twist worthwhile, for this is virtually the crest of crests and giants are on every hand; the bulge of Ben Lawers, the sharp cone of Schiehallion past 3,500 feet, half a dozen more swelling one beyond the other, a splendour of Alpine scenery such as one rarely sees in these islands. In the clear, grey light Schiehallion seemed tipped with white: perhaps the first snows of autumn or perhaps just the clear white light, though there had been snow to the north on the previous day.

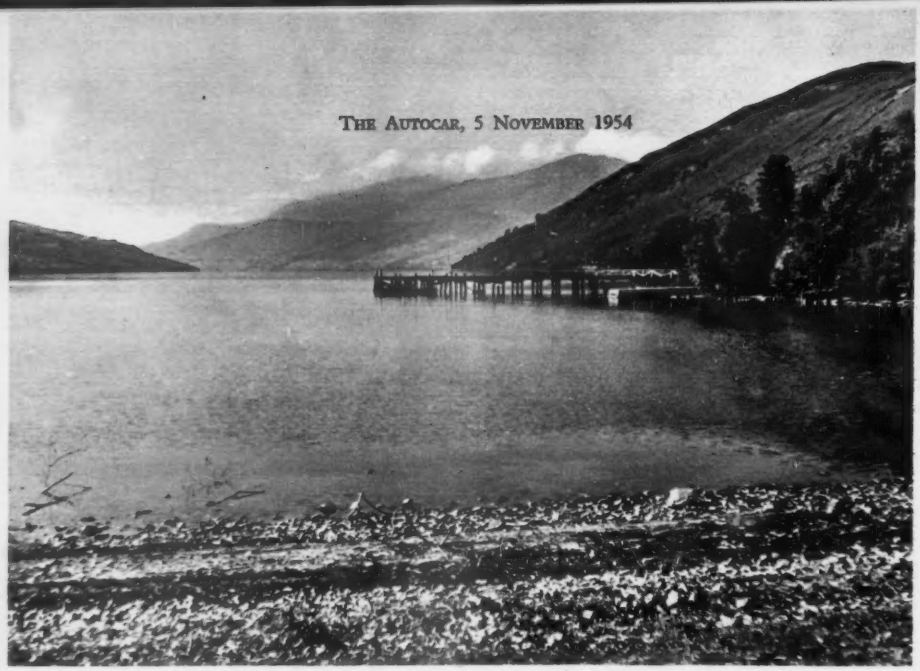
Game Birds

After that magnificence it was something of the ridiculous to drive a few yards along the road and meet the black game. About a hundred and twenty-five years ago Lord Breadalbane reintroduced capercailzie to this moor but not a single caper was in sight. The grouse, though, were everywhere on this, one of the richest existing grouse moors. They dusted in the road, sat on the walls, in overstuffed and owlish contemplation too stolid even to take flight, and their wives and children peered round the tussocks like neighbours round the curtains as we passed cautiously to avoid illegal slaughter.

The road goes down into Strath Tay in a series of long sweeps disclosing new vistas. At the top there is a warning that the hill is one-in-fourteen, but it seems more, especially where it passes the stone wall that encloses the edge of the moor. We encountered a Standard Fourteen trudging up and were glad to be coming down, views apart. It was a peculiar road because the depths of the strath lay hidden until we were nearly at the bottom; the wooded walls of

SHY JEWELS OF SCOTLAND

continued



"An inch more rain falls for every mile westward along Tay loch . . ."

the sharp, almost precipitous strath suggest a Swiss cheese label. Finally, we *did* reach the bottom and paused to ask the oldest inhabitant if that was indeed Schiehallion. It was indeed, he said, but remained blank before other questions—for like most natives he did not know the names of many peaks.

"If," said he, "ye want to see the best of the view, take the popular avenue"—from the gesture we gathered that he meant the road by the line of Lombardy poplars—"and go round by Fortingal where there's the ouldest yew tree in the werrreld, they say." We wondered how its age was known, though later we were told: the oldest in Europe—and received more details about that immense bush with its spreading branches now walled in against dropping poisonous fruit within reach of stock.

Alas, we did not see it ourselves because time pressed too much for such deviations and we followed the southern side of Tay under the trees. Perhaps we missed a view, but for compensation we saw the astonishing spectacle of a true French *pain* in the baker's window: shades of Mary Stuart and her French retinue! Tay here ran too slowly and too stilly for a proper salmon river but somehow we found ourselves high above it looking down on Taymouth Castle's hollow eye sockets and then we dropped towards the elegantly striding bridge where, for some inexplicable reason, we missed seeing the Black Watch monument.

The road almost immediately turns west along the farther shore of the loch but the water is more than half hidden by the bushes and trees, apparently determined to conceal it, and the most we saw for much of the way was a tantalizing glint. Time came when we lifted above and on the rather narrow road parked to look back down the loch. Once a steamer ran the length of it but that is now no more—or possibly it was out of season. At all events the loch's waters lay still and dark, a hundred and half hundred deep and fifteen miles long, it is said, curving round the mountains that drop sheer into the depths. The road surface is good but too narrow for sensible parking so we moved on with Creag Mhor as our guidepost beyond Killin, which the natives pronounce Ki-*llin*. There were elements of interest and comedy in the upheaval, where the forests are being felled and the mountains torn apart, as the hydro-electric scheme comes over the shoulder of Ben Lawers. Here, amid the ugly, urgent jumble of backwoods construction camps we were amused to see a wagon bearing the name of a company not twenty miles from our home, and hereabouts also a small farmhouse where the spare bedroom was shaped like a gipsy caravan, formed from a single-storey white-washed outhouse topped by an old Anderson shelter.

An inch more rain falls for every mile westward along Tay loch between Aberfeldy and Killin and it was raining when we came to Killin, with a wintry wind whistling down from Creag Mhor in the village's backyard. In contrast, the warmth and comfort and good tea spelled homeliness as we parked at the hotel. A robin came prospecting for crumbs, accustomed, perhaps, to profiting from the dusting-off of tourists' clothes as they leave.

We had to leave also and cross the bridge where the Dochart comes foaming and frothing over the slab bed and shortly our westward road joined A85 in Glen Dochart: and not far ahead, Crianlarich, a road north-westward, and we are in the Highlands.

"The loch's waters lay still and dark, a hundred and half hundred deep and fifteen miles long, it is said, curving round the mountains that drop sheer into the depths."

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Here's a man who's enjoying his winter motoring for the first time. He's a representative who's been on the road for years. Last week he didn't need the car for a day so he took it into the local garage to have a SMITHS car heater fitted. Look at him now—one of the many motorists who thank SMITHS for a warm car.

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for the car you have now

Your garage can easily and quickly fit your present car with a Smiths re-circulation heater. Complete, carefully designed kits of fitting accessories make every installation a quick, thoroughly sound and reliable engineering job. Prices from £9 to £15 10s. *For a free leaflet (No. S.479) about Smiths re-circulation heaters write to Smiths Motor Accessories Ltd., Cricklewood Works, London, N.W.2.*

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Be sure to specify a Smiths heating and ventilating unit when you order your new car. On most British cars these units can be factory fitted as an optional extra when the car is built.

WARMTH FROM WASTE ENGINE HEAT

It's *absurd* to be cold in a car! Smiths car heaters use the waste heat from your engine to keep your car comfortably warm whatever the weather. They keep your windscreen clear of dangerous mist and frost too. Drive in comfort and safety and thank Smiths for a warm car.

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AFTER 51 YEARS

FIRST THE MERCEDES-BENZ 60: THEN THE 300 SL

ONCE upon a time—fifty-one years ago last June, to be precise—a youngster walking along the Finchley-Barnet road in North London encountered a magnificent two-seater Mercedes stationary and with clouds of steam coming from its radiator. To volunteer as water carrier was an obvious move. Result: for the glorious few miles to Barnet that youngster sat on the floorboards while the car touched an occasional 60 m.p.h.—so long as no police were in sight. Better still, this was a reserve car for the Gordon Bennett race which was to take place the next month in Ireland. It was on its way there, but was slightly impeded by overheating because of the low speed in traffic.

I formed the opinion then that to drive such a car would be marvellous beyond description, but that it was not the sort of machine to be trusted in the hands of any but an enthusiastic and experienced driver. In the wrong hands it might be extremely dangerous. Its price, of course, was beyond attainment.

Odd, but 51 years later (with that month or two to add) almost the same feelings were reborn in full measure when driving the Mercedes 300SL on Silverstone circuit.

This is a fantastic car, as the 60 was before it; something quite unlike any other machine, as one would expect from Mercedes—whose name, by the way, replaced that of Daimler in honour of Jellinek's delightful daughter, Mercedes. The long, low, beautiful-looking car can be geared to reach 160 m.p.h. plus, or, as in this one, 140. But it is docile enough to be handled in ordinary traffic.

It has life and immense power latent in the eight, almost flat, cylinders giving 3,000 c.c. The whole machine surges forward as you open the throttle on first, can be made to spin its wheels happily, and feels all of one piece. On curves at 90 plus it is rock-steady, and you steer with the throttle, rather wondering whether any machine could really hold this speed on this turn. The getaway after the corner is delightful. One thing seems odd; you cannot brake while changing gear because of the throttle pedal position.

Servo-assisted brakes are excellent; steering allows the car to be placed to an inch so long as the engine is pulling; suspension is really good, and the view forward and astern is all that one could ask for. Even after several laps fast the interior is not overheated or fuggy. Maximum is undoubtedly 140 m.p.h. and the engine revs go up to 6,000 r.p.m. Yet is *is* docile, for the big machine will potter along happily on top gear and accelerate from pottering speed.

That the doors open vertically and, when open, look like embryo wings, is curious but clears the doorway. Luggage mostly goes behind the front seats, weight in the tail being discouraged, and I am suspicious of the fuel pump which you have to switch on to start the engine when it is warm—because of fuel injection—having had some experience of old. Also, the plugs are out of sight and hard to get at. But the equipment and detail are both ingenious and good.

They say the price here is £3,800, suggesting that there is no profit. For that money the car *must* be good.

Personally, I was really thrilled by the machine and would have liked an hour or more at real speed with it, for it has that power of intoxication which comes from perfection of performance well above 100 m.p.h. After the experience of that it is hard to come down to human level because one has ridden with the gods.

This was, of course, a track test. I do not think such a car should be available to the inexperienced for ordinary road use, however wealthy they may be. S. C. H. D.

There is nothing that is not there for a definite purpose and the result is one of the most pleasant looking sports cars.

Left: the San Francisco hill at General Motors' proving ground has a 1 in 3.75 gradient. Above: a driverless car is towed at 45 m.p.h. and turns over on hitting the ramp.

AMERICA

Comprehensive Facilities for and General Motors

The six-lane 4.7-mile oval track on the Chrysler testing ground allows a maximum of up to 140 m.p.h. to be reached; brake tests can be carried out on this and two straights also on the testing ground.

IN Michigan, not far from Detroit—the American Coventry—two of the largest U.S. car manufacturers have extensive proving grounds. Recently the Chrysler Corporation opened a new testing centre on a rectangular site, roughly three miles by two in size, south of Chelsea, Michigan. The rough, wooded country, with its sand and gravel soil, was eminently suitable for the purpose, and since work started in February, 1952, large garages and an office building have been erected; a gravelled road over eight miles was built encircling the ground and following its contours—all tested vehicles travel for 10,000 miles over its surface, which includes a two-mile *pavé* stretch. On an oval track, speeds up to 140 m.p.h. can be reached with safety; this and two straights provide opportunity for braking tests. There is a water bath, mud and sand pits, a skid-pan, and three specially graded hills.

Just over half of the personnel (which totals 235) are engaged on road test operations. Cars are chosen at random from the assembly lines and the vehicles selected are run in normally before the tests start.

When the car is finally dismantled for detailed study, nearly 200 tests have been carried out, and the vehicle has covered 25,000 miles—the distance of a trip round the world. Not all research is made on the spot and at one stage in its testing, a car travels through crowded cities, on country lanes and modern highways. Both current models and experimental cars undergo exhaustive tests: performance, bodywork, safety, economy—all are recorded on special instruments.

One of the special events which celebrated the opening of Chrysler's ground was a demonstration by two gas turbine cars. Turbines installed in two standard 1954 Plymouth Belvedere saloons showed their paces on the oval test track.

About an hour's drive from Detroit, in some steeply rolling countryside of southern Michigan, there is a large acreage of land that is one of the most unusual places in the world. This is the famous General Motors proving ground—an immense outdoor laboratory where all kinds of cars are scientifically road tested and analysed. Here, on an average day, hundreds of engineers, technicians, and other automotive experts drive a grand total of 30,000 miles in a single twenty-four-hour period, submitting cars to every kind of test imaginable. These tests

Chassis and components are subjected to a drenching on the 1,000ft "bath tub" on General Motors' proving ground.

are the springboard for improvement. There is only one way to get results which are absolutely correct, and that is to measure actual performance scientifically with instruments.

The proving ground was established by General Motors more than thirty years ago, in 1923, when they purchased 1,125 acres of rolling countryside near Milford, Michigan. Later an additional 143 acres were added. The land, chosen for its hilly contours and for its convenient proximity to the company's car and truck divisions, was carefully surveyed and roads were built; on this private property, tests could be carried out unhampered by highway regulations and without interfering with public traffic.

When a new idea comes off the drawing board, an experimental model of it is made and tried out. Engineers from Chevrolet, Pontiac, Buick, Oldsmobile, Cadillac, Fisher Body and G.M.C. Truck and Coach Division all use the proving ground as a place where they can find out if the theory works in actual practice. Each car division maintains its own engineering test staff and facilities at the ground. In addition, there is an entirely independent staff of engineers whose resposibility it is to test current models.

Ten of the Chrysler Corporation's experimental "idea" cars paraded on the opening day of the new 4,000-acre proving ground.

TESTS

Field Testing at Chrysler Proving Grounds

When the ground first began operating in September, 1924, its entire network of roads consisted of 1.73 miles of concrete and 3.9 miles of gravel. Since then, the road mileage has been increased to more than 25 miles in which every kind of road surface imaginable is represented. Perhaps the most unusual is the special Belgian block road, patterned after an old European cobble-stone highway, which had the doubtful distinction of being one of the roughest and most brutal roads in existence. Any car driven a hundred miles over this *pavé* takes a worse beating than when it is driven a thousand miles over ordinary roads. Different parts of the field have been specially constructed to carry out exhaustive brake, fuel and economy tests, for examining reaction of cars to speed, skidding, flooded or muddy roads, salt solution and hill climbing.

In 1937 an additional laboratory was established in the heart of the desert country near Phoenix, Arizona, for testing cars on the hot, dry, dusty desert trails. In 1951, another 2,280 acres were acquired near the Phoenix laboratory, making possible even more exhaustive tests.

Lights and shadows projected on a huge graph accurately map the areas of clear visibility for the driver in the "show window visibility test" at the General Motors proving ground.

Left: The intended quagmire of mud on this man-made road at General Motors' proving ground would gladden the hearts of trials drivers.

The Scottish Highlands are becoming more and more popular as a touring ground. One of the centres of attraction is Balmoral Castle, Aberdeenshire, which has been the Highland home of the Royal Family since the days of Queen Victoria.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

CORRESPONDENCE

"Backward Look"

A Difference of Opinion

[66001.]—I feel that I must protest very strongly about your editorial "Backward Look," dealing with the question of two mirrors (*The Autocar*, October 8).

Usually I have a high regard for your opinions, but this time I had to read this matter twice—I could not believe my eyes.

A long time ago I knocked a man from his bicycle by opening the right-side front door of a car. If only to prevent this type of accident I consider an outside mirror essential. Surely you do not seriously think that body designers are going to be influenced by such a thing?

In my view, it is possible that such mirrors could conceivably ease congestion. They would give the slow, middle-of-the-road drivers an opportunity of observing the queue of cars waiting to overtake them. Whether such people would take any action to move to the side is, of course, another matter.

The ideal, to my mind, is three mirrors; one on the left side, one fitted internally and one on the right side.

The left-side mirror is very useful in enabling one to see cyclists who creep up in traffic on the left, especially when one intends to turn left.

While I am writing to you I feel I must condemn the present practice of including turning signals with rear lights. Why not a separate unit with the glass shaped in the form of an arrow? This would not lead to such confusion and should be a compulsory fitting on all vans and lorries which one cannot "see through."

How blindly we seem to follow the practices of other countries in such matters. F. W. WILLIAMS.

Ilford, Essex.

Ratios

No True Basis for Comparison

[66002.]—For several years now, at the time of the Motor Show it has struck me that the manufacturers' method of expressing the gear ratio of a car as 5.1 to 1, or whatever it happens to be, does not give a true comparison between different makes. This is especially misleading at the present time with the wide variation in wheel sizes now fitted, when two cars with apparently

the same ratio can in practice be geared quite differently, one being high and the other low.

The remedy is quite simple. All that need be done is to state the distance in inches the car travels forward for one revolution of the engine.

If this system was followed a direct comparison could be made between any types of motor vehicle. G. E. THAIN.

Surbiton, Surrey.

Bumpers

The Advantages of Rubber

[66003.]—I wonder if rubber has ever been considered as a suitable material for car bumpers and overriders?

A bumper moulded in rubber and reinforced with steel rods or tubes would be strong, elastic and weatherproof; it would require no painting, plating and polishing and would withstand many minor accidents without a sign of damage.

It would appear one hundred per cent functional and, as such, it would look good. Attractive colour schemes could be adopted. Assuming that the cost would be not higher than that of a light motor cycle tyre, it would compare favourably with chromium-plated types. S. M. GIESZCZYKIEWICZ.

Manchester.

Road Safety

A Thought for Fleet Operators

[66004.]—We are all most anxious that the toll of the roads be reduced, but I wonder if it is generally appreciated how much large companies, running fleets of cars, can assist. Nearly 70 per cent of vehicles produced last year were purchased by industrial organizations and the responsibility of commercial companies is very great.

Employers have long been conscious of the need for ensuring that machines used in the factory do not endanger lives. Now I feel they should realize that the machines which serve them on the roads are just as deserving of attention. While commercial travellers are among the most experienced drivers on our roads today, I consider that even the most practised motorists are better for an occasional reminder of their obligations.

It was this feeling which prompted me to introduce within my own company a road safety club for the 250 sales representatives who, between them, drive hundreds of thousands of miles each year. To encourage safe driving there will be progressive cash awards, and two trophies have already been presented for competition, one for travellers' cars and the other for commercial vehicles. These will be competed for by the sales divisions, head office and factories and agricultural force. Within three months of its inception, this club has already engendered an even greater road safety among drivers whose records are already good.

I can recommend the road safety club idea to other employers and shall be pleased to give details to those who wish it.

M. W. BATCHELOR, Chairman,
Sheffield, 6. Batchelors Peas, Ltd.

Performance Figures

Are British Claims Really Suspect?

[66005.]—In the hope that Mr. W. F. Bradley [65970] may become a better ambassador for British cars on the Continent than he evidently is at present, may I attempt a reply to his comments?

On the question of cruising speed it is really so very simple to understand for anyone who is at all motor-minded. It just means the speed at which the car will travel indefinitely, without there being undue stress on the moving parts.

Obviously this speed can be used only when and where conditions permit, and this is not the concern of the car manufacturers; but it may perhaps surprise Mr. Bradley to know that there are, even in this small and sometimes congested island of ours, quite a number of roads on which high cruising speeds can be indulged in. I mention just a few where I have recently cruised at 60 miles per hour for long stretches in my Morris Oxford Series 11: A6—Penrith to Carlisle, A69—Carlisle to Hexham, A15—Lincoln to Sleaford, A421—Buckingham to Bicester, Oxfordshire.

On his second point about manufacturers and motorists being guilty of overstatement on the Continent, I cannot accept this in relation to British manufacturers; it is not the British way to make claims which cannot be substantiated, but speed claims can be and are put to the test, and sometimes in this country. If Mr. Bradley cares to get *The Autocar* book of Road Tests which are carried out each year, and I take it he will accept, as I do, the accuracy of the reports contained therein, and refer to such tests of the Bristol, Austin-Healey, Mark VII Jaguar, and the XK120 Jaguar, he will see that they are all capable of 100 miles per hour or more, and furthermore that they are all standard production cars.

I personally very much resent his inference that the word of an Italian or Frenchman or German is better than that of an Englishman. Since when? NORMAN S. WOOD.

Lancaster.

Cruising and Maximum Speed

[66006.]—Your correspondent, Mr. W. F. Bradley [65970] seems to confuse cruising speed with maximum cruising speed, both of which terms have a clear meaning to most drivers.

One can define cruising speed as the steady gait one settles down to in open country between towns when on a long journey. It can be high or low, depending on personal choice and the car, but the essential point is that one sticks to that speed without indulging in speed bursts on straight stretches or dawdling to look at the scenery. If circumstances necessitate a temporary slowing up or increase in speed, cruising speed is resumed as soon as possible. Away from industrial areas it is still possible to maintain high speeds steadily for comparatively long distances. But no one expects to find such conditions on the London-Brighton road, say, on a fine summer weekend; cruising speed is then a crawl.

Maximum cruising speed is the limit which a car will sustain on a long day's journey of 300 miles or more without needing at least a minor overhaul at the end of it. It is probably 20-25 m.p.h. below maximum speed, whatever the makers tell you.

As one would expect, the higher the cruising speed the more difficult it becomes to hold it steadily. Up to 50 or even 60 m.p.h. is not too bad, but beyond that does need something of the skill of a racing driver.

As to covering a mile in 36 seconds, if Mr. Bradley will take a suitable car out at dawn on a fine summer morning, there are many suitable stretches of bypass roads near London which are safely devoid of traffic at that hour, though I regret actual milestones are rather out of date now. C. R. CATESBY.

Henley-on-Thames, Oxfordshire.

Alarm Clock

Heralding the Approach

[66007.]—The Scribe's account of the "alarm-clock" blowing of a friend's car hooter (*The Autocar*, October 15), reminds me of a similar experience of my own.

Driving in London, City-wards, I was suddenly surprised to hear a loud siren, reminiscent of war-time, start up vigorously, close at hand; and more surprised at its long continuance and its remaining constant in strength—I was apparently getting neither nearer to it nor farther from it, although proceeding at normal speed.

Peculiar looks from other drivers at last made me realize that my own Windtones were producing the din.

Fortunately, my hooters *are* wired through the ignition switch, and I was therefore soon able to restore peace and quiet. I found that removal of the "lid" of one of the offenders restored both to normal working: and later judicious use of a little insulation tape in the inside terminals has so far prevented any recurrence of the trouble. A. J. READ.

Croydon, Surrey.

Heavies

Three Alternatives

[66008.]—I am sure we motorists should feel very much obliged to Mr. T. Quadling [65972] for his explanation of the meaning of light signals given by lorry drivers and for pointing out our shortcomings.

One appreciates your correspondent's freedom from bias for, as he himself points out, he drives a car, a motor cycle and a lorry, though he does not make it clear as to whether these vehicles are handled separately or collectively.

Having read Mr. Quadling's letter and given some thought to the matter, I have revised a previous impression regarding my experiences of the daytime use of head lights by approaching lorry drivers. Before I saw the light—pardon me!—I had reached the conclusion that such drivers intended to pull out to overtake a stationary vehicle on their left, thus forcing me to slow down or stop, in direct contravention of paragraph 30(a) of the Highway Code. The fact that in each instance the lorry was of a light (sorry!) type, without any cumbersome load, and was travelling on the level, apparently does not excuse my selfish disregard of a signal which might have meant "Come on," "I'm coming on, blow you Jack," or "*Your* lights are on!" In extenuation I can but plead my inability to mind-read and, at the time, of course, I was without the benefit of expert advice.

To me, it is a new and sobering thought that the selfish motorist outnumbers the selfish lorry driver by at least ten to

CORRESPONDENCE . . . . . continued

one; it is evident that Mr. Quadling has access to statistics which are not available to many of us.

To sum up. It seems to me I've been a lucky fellow to get away with it all these years, endeavouring, as I have, to drive in accordance with the precepts of the Highway Code, and having given way on very many occasions to lorry drivers who have *not* flashed their lights. Ah, well, we live and learn, do we not?

Mostyn, Flintshire. M. V. CRESSER.

Samaritan

Kindness Not Commonly Found

[66009.]—My dynamo was recently being serviced, my battery was nearly flat and I was required to make an urgent journey to the North. I visited every garage in the district in an attempt to borrow a battery while my own was charged, but failed miserably. I decided to risk it and was entering Rushden, near Kettering, when the engine started to flutter. I stopped at the first garage and explained my trouble. I was immediately, and very politely, offered a fully charged battery while my own was charged and the deposit I proffered was equally politely refused.

Returning from the North on the Sunday, I found the garage closed so, later, wrote to them offering to return their battery or to continue hiring it till I passed that way again. Imagine my surprise when I received a reply from them suggesting that I kept their battery and they kept mine and not a suggestion of any charge.

As my battery was old and decrepit, I read the letter several times before I could believe that such service existed in these days—and free!

I think this incident well worth recording and all credit is due to the firm concerned for their conception of service.

Harlow, Essex. M. V. STIMSON.

Battery Life

By No Means a Record

[66010.]—I have read letter [65976] in your issue of October 15.

I bought a new Wolseley 9hp saloon car on October 1, 1934. The original battery lasted until September 28, 1938, by which time the car had done 15,735 miles. My next battery was a so-called "Double Life" and with good reason, for it lasted almost exactly twice as long as its predecessor, i.e., until October 4, 1946, by which time the car had covered 30,378 miles. This battery was then replated and, with only normal attention, lasted until November 4, 1950, when I sold the car with 40,190 miles to its credit. J. K. ELLIOT.

Barnstaple, Devon.

[66011.]—I purchased a 12-volt Exide battery on December 24, 1947, and I did not need a replacement until March 4, 1954—a period of six years and three months—having covered approximately 27,000 miles. H. R. LONDON.

Gillingham, Kent.

[66012.]—I took delivery of my M.G. TD Midget on October 10, 1951, while in Malta and after 23,500 miles—of which 10,000 were done in Malta—the battery is still going strong.

Nottingham. F. J. O. SPENDER.

[66013.]—I should like to say that in the past seven years I have used, in different vehicles, four batteries of the same make, each lasting three years or over. G. W. RICHARDSON.

Windermere, Westmorland.

[66014.]—I have had a Singer Roadster since it was new in March, 1951. The original Lucas battery still maintains a specific gravity of 1.225 and, although I have done 30,000 miles with the car, I have never once started it with the starting handle. P. HAWKINS.

Highbridge, Somerset.

[66015.]—The battery in my car (an Exide 12-volt 60-amp) was fitted in August, 1946, and is still giving complete satisfaction.

Ewell, Surrey. H. R. HUTCHINGS.

[These extracts are from the very large number of letters received in reply to Mr. L. A. Wright's letter [65976] and are representative of the general opinion.—ED.]

Winkers

Give Buyers an Alternative

[66016.]—I do not think enough emphasis has been placed on one of the weakest features of the new winking traffic indicators.

In congested traffic, particularly at large roundabouts, the blinkers are too low at the rear to be noticeable, especially when they are incorporated in the stop and tail light.

I just cannot bring myself to believe that so many of our 1955 models are fitted with them, and I wonder why many manufacturers of the highest-class cars should condescend to fit this childish innovation.

At least manufacturers should give the home buyer the option of the alternative type, for why should we suffer the idiosyncrasies of the foreigner? H. J. WINSLOW.

Ilford, Essex.

Switches

Case Against Foot-operated Dip Switches

[66017.]—I was interested to read letter [65974] about the position of the dip switch. I have always disliked a foot-operated switch, but have never had a car, as yet, with one which had a warning light.

About 20 years ago I went through a hedge in a Rolls-Royce, and think that the reason for this was largely owed to the awkwardness of a foot-operated switch and the confusion in the particular circumstances of not being certain whether the lights were dipped or not. Since then I have always had a switch put on to the steering wheel, so that I can know by the feel whether the lights are dipped or not, and what position they will be in if the head lights are about to be switched on.

I fully support your correspondent that a foot switch is most objectionable. CLIVE E. BEMROSE.

Idridgehay, Derbyshire.

Standardized Positioning Needed

[66018.]—In common with Mr. W. F. Tatham—whose letter [65974] I read with interest—I dislike the foot-operated dip switch. I, too, have depressed the switch instead of the clutch in forgetful moments.

To my mind the method adopted on many cars in the late 1930s of grouping the direction indicator and dip switches together with the horn button in the centre of the steering wheel was ideal from the driver's point of view. One had only to move either hand a few inches to operate any of these switches. Even when changing gear or giving hand signals it was possible to use the dip switch without loosing hold of the wheel by merely sliding one's hand along a spoke and using the thumb.

If manufacturers would standardize the position of these and other controls it would prevent much fumbling and irritation when driving strange vehicles. In normal circumstances one has time to think where switches are, but actions in emergencies are almost automatic and follow the procedure formed by habit and experience, and the sudden realization that one has made a mistake tends to divert attention from the task of meeting such emergencies.

Perhaps this is a trivial point compared with other problems of road safety, but, on the congested roads of today, complete control of vehicles by drivers is essential if accidents are to be prevented. J. BUTLER.

Crossgates, Fifeshire.

Confusing

Badly Indicated Restricted Areas

[66019.]—On a number of roads which, in appearance, might be restricted or derestricted but are actually the latter, there is not only a large derestriction sign at the start but also small signs every 100 yards or so.

On the other hand one frequently passes a restriction sign at the start of a village, then a straight road followed by another village and a derestriction sign. On the straight road one wonders, "Did I miss the derestriction sign?" or "Was that village restricted?"

Obviously the authorities have no wish to trick a motorist into speeding, so if, in doubtful cases, it is worth frequent signs that a road is derestricted, surely it is even more worth while giving an occasional reminder that a road is restricted by means of a small "30" sign? Yet this does not seem to be the general practice.

It is also noticeable that speeding prosecutions in any area usually refer to a few stretches of road. I suggest that an occasional reminder on these stretches would greatly reduce this speeding and certainly save the stranger who genuinely believes the road to be derestricted. A. M.

Hastings, Sussex.

[This journal has long advocated "repeater" signs for 30 m.p.h. restricted area.—ED.]

NEW CARS DESCRIBED

This is the Bel Air Chevrolet for 1955. Styling is restrained, the roof line is lower, and the windscreen wraps round so that the pillars become vertical.

CHEVROLET

HAS NEW BODY AND CHASSIS

TWO 1955 models are announced by the General Motors Corporation of America. They are Chevrolet and Pontiac, the former being the U.S.A.'s most popular car. Chevrolets are made in three ranges: 1,500, 2,100 and 2,400. Various body styles exist and the standard engine is an in-line six-cylinder; a new V-eight engine is optionally available and is installed at the factory.

The new body style reduces the height by 2½in, though it is claimed that head room is unaffected. Glass area is increased and the screen is made to wrap round so that the screen pillars are vertical. In American terms, the styling is restrained, the air intake at the front being quite simple. Driver-controlled ventilation employs a new louvred intake across the body at the base of the screen. Station wagon bodies are restyled and lowered.

Side members of the new frame will extend 10½in farther forward to provide a mounting for the front bumper. Box-section girders are used and the attachment of the front cross-member has been revised, the member being riveted and welded to the top and bottom of the side members instead of being bolted at the bottom only. The side members are designed to form a part of the front coil spring mounting so as to relieve the front cross-member of some of its load. Front suspension has the new feature of spherical joints instead of king-pins, and rubber bushes have been used at pivot points, thus reducing the lubricating points from 16 to 4. The track at the front has been reduced by 1.3in and it is claimed that this, with improved rear suspension and a lower centre of gravity, removes the need for the anti-roll bar previously fitted. An open propeller-shaft replaces the previous torque tube drive.

General Motors pay great attention to styling, and slight modifications have been made to the standard six-cylinder engine in order to obtain a low bonnet line for the sake of the new Chevrolet's silhouette. The fan has been repositioned and the air cleaner and silencer is now mounted at the side of the engine. The sump has been reshaped to avoid the steering linkage and includes a baffle to prevent surging during abrupt stops. Coolant flow has been improved. Recirculating ball-type steering, previously used with power steering, becomes general, and tubeless tyres are standard. An interesting innovation is the securing of the spare wheel in place with the aid of the car jack. The electrical system becomes twelve-volt instead of six.

The optionally available V-eight engine is quite new. It is an overhead-valve design with a bore and stroke of 3.75in (95.1mm) and 3.0in (76.2mm), giving 265 cu in (4,343 c.c.). The compression ratio is 8 to 1 and the estimated output 150 b.h.p. A double-choke carburettor supplies the mixture, but an optional "high performance package" consists of a four-choke carburettor and dual exhaust system. Powerglide automatic transmission is also an optional, certain slight engine modifications being made when this is fitted. An overdrive may also be had with the synchromesh gear box and power steering is available to order.

1955 Pontiacs to be V-eight Powered

SIX-CYLINDER engines disappear from the 1955 Pontiacs, the 25 Series, which used these engines, having been abandoned; the Chieftain Series 27 and Star Chief Series 28 remain, various body styles being available. All are to be powered by a new V-eight engine.

As with Chevrolet, the new body styles reduce overall height, this time by 2¾in. Glass area is increased, screen pillars are now vertical, and, as with Chevrolet again, a right-across louvred inlet feeds the new ventilation system. The instrument panel has also been revised. The frame remains a cruciform type with reduced section side members and the front suspension now has vertical king-pins. Rear half-elliptic springs are now mounted parallel to the longitudinal axis of the car and slightly farther apart to improve stability. Braking capacity has been increased to cope with the extra performance resulting from the new engine.

This is an overhead-valve V-eight with an included angle of 90deg. The bore is 3¾in (95.1mm), the stroke 3¼in (82.6mm) and the capacity 287.2 cu in (4,706 c.c.) Compression ratio is 8 to 1; torque and power output figures are not available. It is claimed that the new engine is exceptionally well ventilated and that the cooling system is unusual for V-eight designs. Coolant at the lowest temperature is pumped direct to the hottest part of the engine—cylinder head and then the exhaust valve seats—and the flow direction is therefore reversed. Carburation is by a dual-downdraught instrument with side bowl and triple venturi, and the tappets are hydraulic and positively lubricated, adjustment being eliminated. The throttle linkage has been redesigned for the new engine and the electrical equipment is now twelve-volt instead of six.

Recirculating ball steering gear replaces the worm and roller type of previous models and tubeless tyres will be standard.

Pontiacs use General Motors Hydramatic transmission and there are slight modifications for 1955. This automatic transmission is standard on the Series 28 models. The front planetary gear ratio has been raised from 1.45 to 1.55 to 1, improving acceleration, and the whole unit has been rotated 22 degrees counter-clockwise to its previous position to permit operating clearance; this has necessitated a redesign of the torus member.

Pontiacs may be had with power steering, amongst a host of other optional extras which bear quoting; it is interesting that from amongst these items fog lamps have been discontinued:

Hydramatic transmission, heater and defroster, air conditioning, radio, lighted bonnet ornament, power steering, full-flow oil filter, power brakes, electric window regulator, hand brake signal light, direction signals, courtesy lamps, glove box lamp, autronic eye dipping, outside mirror, spot light, simulated wire wheels, illuminated ash tray, reversing light, outside sun vizor, safety cushion covering instrument panel, exhaust deflector, fuel tank filler door guard, bumper wing guards, rear wing panels, heat-resistant glass, rear window defroster, accessory mirrors, windscreen washer, whitewall tyres and non-glare tilting mirror.

BRITISH PRICES OF NEW CARS

	British List Price £ s d	British Total Price £ s d
A.C.		
2-litre 2-door	1,027 12 2	1,456 18 1
Four-door	1,107 19 4	1,570 14 11
Ace sports 2-seater	1,015 0 0	1,439 0 10
Aceca coupé	1,215 0 0	1,722 7 6
ALFA ROMEO		
1900	1,850 0 0	2,621 19 2
1900 Super Sprint	2,500 0 0	3,542 15 10
Giulietta	—	—
ALLARD		
Palm Beach, 4-cyl., 3-seater	720 0 0	1,021 2 6
6-cyl, 3-seater	750 0 0	1,061 12 6
2½-litre saloon	1,250 0 0	1,771 19 2
K.3 3-seater	1,100 0 0	1,559 9 2
Monte Carlo	1,375 0 0	1,949 0 10
Safari estate car	1,375 0 0	1,949 0 10
ALVIS		
3-litre	1,285 0 0	1,821 10 10
Coupé	1,360 0 0	1,927 15 10
ARMSTRONG SIDDELEY		
Sapphire (synchro-mesh box)	1,215 0 0	1,722 7 6
Sapphire (preselector)	1,285 0 0	1,821 10 10
Sapphire (automatic)	1,404 0 0	1,990 2 6
ASTON MARTIN		
DB2-4	1,925 0 0	2,728 4 2
Drop-head coupé	2,025 0 0	2,869 17 6
DB3S competition	2,600 0 0	3,684 9 2
AUSTIN		
A.30 Seven 2-door	335 0 0	475 14 2
Four-door	355 0 0	504 0 10
Countryman	395 0 0	560 14 2
A.40 Cambridge 2-door	458 0 0	649 19 2
Four-door	468 0 0	666 12 6
A.50 four-door	478 0 0	678 5 10
A.90 Westminster	558 0 0	791 12 6
A.135 Princess	1,540 0 0	2,182 15 10
Limousine	1,590 0 0	3,253 12 6
Limousine, L.W.B.	1,750 0 0	2,480 5 10
Saloon, L.W.B.	1,750 0 0	2,480 5 10
BENTLEY		
Chassis	2,270 0 0	3,216 19 2
Sports saloon	3,100 0 0	4,392 15 10
Radford Countryman	3,880 0 0	5,497 15 10
Abbott saloon	4,260 0 0	6,036 2 6
Park Ward D.H. coupé	4,280 0 0	6,064 9 2
Hooper 4-door	4,445 0 0	6,298 4 2
James Young 4-door	4,595 0 0	6,510 14 2
Continental Park Ward saloon	4,600 0 0	6,517 15 10
Park Ward coupé	4,600 0 0	6,517 15 10
Mulliner sports saloon	4,890 0 0	6,928 12 6
B.M.W.		
Type 501	1,400 0 0	1,984 9 2
Type 502	2,100 0 0	2,976 2 6
F.H. coupé	2,750 0 0	3,896 19 2
BORGWARD		
1500 Isabella	792 0 0	1,123 13 10
2400 sports saloon	1,281 4 0	1,816 3 2
Saloon (Hansamatic)	1,373 8 11	1,946 16 10
2400 Pullman	1,402 9 2	1,987 18 11
Pullman (Hansamatic)	1,494 14 3	2,118 12 8
1800D diesel 4-door	979 7 4	1,388 11 3
Station wagon	934 2 11	1,324 10 0
BRISTOL		
Type 403	2,100 0 0	2,976 2 6
Type 404	2,350 0 0	3,330 5 10
Type 405	2,250 0 0	3,188 12 6
Abbott D.H. coupé	2,250 0 0	3,188 12 6
BUICK		
Century 4-door	1,897 0 0	2,687 10 6
Super 4-door	2,023 0 0	2,866 4 1
CADILLAC		
Special 4-door	3,105 0 0	4,398 17 9
CHEVROLET		
Bel Air 4-door	1,270 0 0	1,800 5 10
Two Ten 4-door	1,225 0 0	1,736 10 10
CHRYSLER		
Windsor	2,021 0 0	2,868 19 6
New Yorker	2,318 0 0	3,289 19 11
CITROEN		
2 c.v.	398 0 0	564 19 2
Light 15	685 0 0	971 10 10
Big 15	740 0 0	1,049 9 2
Six	940 0 0	1,322 15 10
DAIMLER		
Conquest	1,066 0 0	1,511 5 10
Coupé	1,225 0 0	1,736 10 10
Roadster	1,180 0 0	1,672 15 10
Hard top roadster	1,235 0 0	1,750 14 2
Century	1,172 0 0	1,661 9 2
3½-litre Regency	1,640 0 0	2,324 9 2
Sportsman's saloon	1,870 0 0	2,650 5 10
4½-litre Regency	1,960 0 0	2,777 15 10
Sportsman's saloon	2,190 0 0	3,103 12 6
Regina Hooper limousine	4 385 0 0	6,213 4 2
DELLOW		
Mark II Two-seater	448 0 0	635 0 0
Mark V Lightweight 2-seater	467 0 0	662 0 0
DE SOTO		
Diplomat Custom	1,460 0 0	2,070 5 9

	British List Price £ s d	British Total Price £ s d
D.K.W.		
Sonderklasse	669 0 0	948 17 6
Coupé	693 6 0	983 6 0
Cabriolet 2-seater	908 0 0	1,287 9 2
Cabriolet 4-seater	812 0 0	1,151 9 2
DODGE		
Coronet	1,725 0 0	2,450 10 10
Royal	1,830 0 0	2,601 4 2
FIAT		
500C coupé	403 10 0	572 15 0
Station wagon	478 10 0	679 0 0
New 1100	563 10 0	799 8 2
1100 TV	750 0 0	1,063 12 6
1400A	774 0 0	1,097 12 6
1900A	980 0 0	1,389 9 2
Full-light saloon	1,385 0 0	1,963 4 2
FORD (Br.)		
Popular	275 0 0	390 14 2
Anglia	360 0 0	511 2 6
Prefect	395 0 0	560 14 2
Consul	470 0 0	666 19 2
,, Convertible	570 0 0	808 12 6
Zephyr Six	532 0 0	754 15 10
,, Convertible	677 0 0	960 4 4
Zephyr Zodiac	600 0 0	851 2 6
FORD (Ca.)		
Customline	1,448 17 6	2,050 0 0
Thunderbird sports	—	—
FRAZER-NASH		
Mark II 2-seater	2,250 0 0	3,188 12 6
Targa Florio Gran Sport	2,250 0 0	3,188 12 6
Le Mans coupé	2,250 0 0	3,188 12 6
Sebring 2-seater	2,500 0 0	3,542 15 10
Turismo coupé	1 950 0 0	2,763 12 6
HEALEY		
Austin-Healey 100 2-seater	750 0 0	1,063 12 6
100S	Export only	1,250 0 0
HILLMAN		
Minx Special	458 0 0	649 19 2
Estate car	540 0 0	766 2 6
Minx de luxe	480 0 0	681 2 6
Convertible	520 0 0	737 15 10
Californian	520 0 0	737 15 10
Husky	398 0 0	564 19 2
H.R.G.		
1½-litre 2-seater	895 0 0	1,269 0 10
HUDSON		
Jet Liner	1,360 0 0	1,927 15 10
Italia coupé	—	—
Super Wasp	1,630 0 0	2,310 5 10
Hornet	1,867 0 0	2,646 0 10
HUMBER		
Hawk Mark VI	695 0 0	985 14 2
Touring limousine	775 0 0	1,099 0 10
Super Snipe Mark IV	985 0 0	1,396 10 10
Touring limousine	1,065 0 0	1,509 17 6
JAGUAR		
Mark VII	1,140 0 0	1,616 2 6
XK140 2-seater	1,127 10 0	1,598 8 4
D.H. coupé	1,160 0 0	1,644 9 2
F.H. coupé	1,140 0 0	1,616 2 6
D-type 2-seater	1,895 0 0	2,685 14 2
JENSEN		
Interceptor	1,700 0 0	2,409 9 2
Model 541	1,285 0 0	1,821 10 5
Abbott coupé	1,735 0 0	2,459 0 10
KAISER		
Special 4-door	—	2,250 0 0
Manhattan 4-door	—	2,460 0 0
KIEFT		
Sports 2-seater	1,100 0 0	1,559 9 2
LAGONDA		
Two-door	2,260 0 0	3,202 15 10
Four-door	2,400 0 0	3,401 2 6
D.H. coupé	2,400 0 0	3,401 2 6
LANCHESTER		
Sprite	760 0 0	1,077 15 10
LANCIA		
Appia	1,250 0 0	1,771 19 2
Aurelia, Series II	2,020 0 0	2,862 15 10
Aurelia Gran Turismo 2500	2,450 0 0	3,471 19 2
LEA-FRANCIS		
Fourteen	1,130 0 0	1,601 19 2
Estate car	1,130 0 0	1,601 19 2
Eighteen	1,380 0 0	1,956 2 6
2½-litre Sports	1 240 0 0	1,757 15 10
LINCOLN		
Capri Fordor	2,375 0 0	3,479 0 0
MERCEDES-BENZ		
170 S-V	975 0 0	1,382 7 6
170 S-D (diesel)	1,125 0 0	1,594 17 6
180	1,195 0 0	1,694 0 10
180D (die el)	1,260 0 0	1,786 2 6
220	1,427 0 0	2,022 14 2
220a	1,498 0 0	2,123 8 3
300b	2,329 0 0	3,300 10 10
300S	3,902 0 0	5,528 19 2
300SL	3,100 0 0	4,392 15 10
MERCURY		
V8 Monterey Fordor	1,806 0 0	2,605 14 5
M.G		
TF Midget 2-seater	550 0 0	780 5 10
Magnette	645 0 0	914 17 6

	British List Price £ s d	British Total Price £ s d
MORGAN		
Two-seater (TR)	595 0 0	844 0 10
Two-seater (Vanguard)	555 0 0	787 7 6
Four-seater	580 0 0	822 15 10
Coupé, 2-seater	610 0 0	865 5 10
Coupé, 4-seater	620 0 0	879 9 2
MORRIS		
Minor tourer	373 0 0	529 10 10
Two-door	373 0 0	529 10 10
Four-door	395 0 0	560 14 2
Travellers' car	422 10 0	599 13 4
Cowley	495 0 0	702 7 6
Oxford	525 0 0	744 17 6
Traveller	580 0 0	822 15 10
OLDSMOBILE		
Series 88 Super	1,640 0 0	2,324 9 2
Super (Two-tone)	1,645 0 0	2 331 10 10
Series 98 de luxe	1,985 0 0	2,813 4 2
Starfire coupé	2,080 0 0	2,947 15 10
PACKARD		
Clipper Super	2,180 12 0	3,090 6 2
Two-tone	2,192 4 0	3,106 14 10
PANHARD		
Junior sports	807 0 0	1,160 0 0
Dyna saloon	880 0 0	1,280 0 0
PARAMOUNT		
Ten tourer	625 0 0	886 10 10
1½-litre coupé	675 0 0	965 0 0
PEUGEOT		
Type 203	695 0 0	985 0 0
Station wagon	795 0 0	1,129 9 2
PLYMOUTH		
Savoy	1,404 0 0	2,045 19 4
PONTIAC		
Four-door	—	2,050 0 0
Convertible	—	3,200 0 0
PORSCHE		
Type 356 coupé	1,260 0 0	1,786 2 6
Cabriolet	1,380 0 0	1,956 2 6
Super coupé	1,380 0 0	1,956 2 6
Super cabriolet	1,500 0 0	2,126 2 6
Type 550 Spyder	2,715 0 0	3,847 7 6
RENAULT		
750 fixed-head	422 10 0	599 13 4
Sliding head	434 10 0	616 13 4
Convertible	550 0 0	780 5 10
2-litre Frégate	829 0 0	1,175 10 10
RILEY		
1½-litre	850 0 0	1,205 5 10
2½-litre Pathfinder	975 0 0	1,382 7 6
ROLLS-ROYCE		
Silver Wraith chassis	2,445 0 0	3,464 17 6
Park Ward touring saloon	4,695 0 0	6,652 7 6
Park Ward limousine	4,845 0 0	6,864 17 6
Mulliner limousine	4,895 0 0	6,935 14 2
Hooper limousine	4,845 0 0	6,864 17 6
James Young saloon	4,970 0 0	7,041 19 2
Silver Dawn	3,250 0 0	4,605 5 10
Park Ward coupé	4,430 0 0	6,276 19 2
Radford Countryman	4,030 0 0	5,710 5 10
ROVER		
60	820 0 0	1,162 15 10
75	895 0 0	1,269 0 10
90	915 0 0	1,297 7 6
SIMCA		
Aronde	599 0 0	849 14 2
SINGER		
S.M. roadster	510 0 0	723 12 6
Hunter	687 10 0	975 1 8
SKODA		
1200	630 0 0	893 12 6
Station wagon	700 0 0	992 15 10
STANDARD		
Eight	339 0 0	481 7 6
Ten	409 0 0	580 10 10
Estate car	460 0 0	652 15 10
Vanguard	555 0 0	787 7 6
Estate car	633 0 0	897 17 6
SUNBEAM		
Mark III	795 0 0	1,127 7 6
Convertible	845 0 0	1,198 4 2
Alpine 2-seater (with overdrive)	855 0 0	1,212 7 6
SWALLOW DORETTI		
Mark I 2-seater	777 0 0	1,101 17 6
TRIUMPH		
TR2 2-seater	625 0 0	886 10 10
TR2 Hard top	670 0 0	950 5 10
Renown	775 0 0	1,099 0 10
VAUXHALL		
Wyvern	495 0 0	702 7 6
Velox	535 0 0	759 0 10
Cresta	595 0 0	844 0 10
VOLKSWAGEN		
Saloon	422 10 0	599 13 4
De Luxe	486 0 0	689 12 6
Micro-bus de Luxe	900 0 0	1,276 2 6
WILLYS		
Ace	1,296 0 0	1,836 4 9
Eagle	1,306 9 2	1,895 0 0
Station wagon	1,052 3 3	1,582 0 0
WOLSELEY		
FourForty-four	595 0 0	844 0 10
Six-Eighty	670 0 0	950 5 10
Six-Ninety	850 0 0	1,205 5 10

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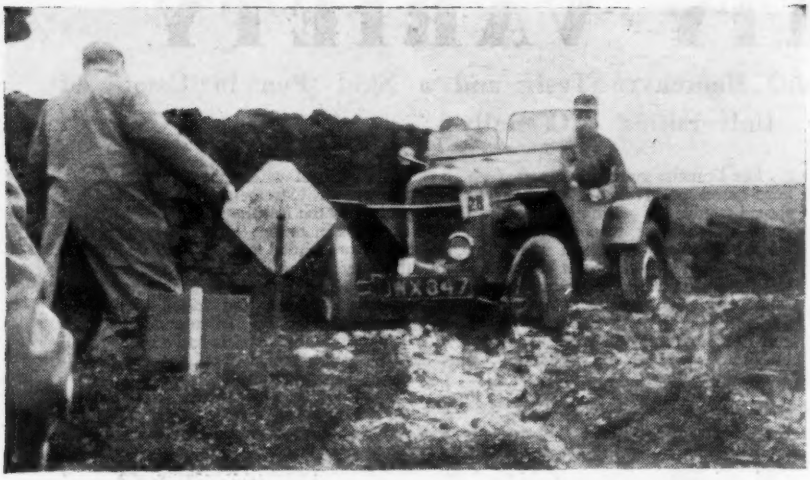


"Observed section begins." H. Illingworth's C.I.S. halts at the start of the sixth of the Canyard group of sections, the approach to which, as can be seen, was extremely rough.

MIST on the HILLS

No Shortage of Sections for the High Peak Trial

"FULLY sporting," it said in the regulations for the Sheffield and Hallamshire club's classic High Peak Trial and it was no overstatement. Held in the Peak District last Sunday, the trial (40 entries, two non-starters) started at 10 a.m. from the Rising Sun Hotel at Bamford, between Glossop and Sheffield. The entry list read like a trials' drivers' "Who's Who," and the 30-mile route contained 22 observed sections, grouped, mainly, into two separate areas. Shortly after the start came Greenhope and Old Lees, followed by the Canyard group of ten sections. These were dotted about a wild bit of country, conveniently covered with bracken-clad, miniature mountains, and with black, seemingly fathomless, tarns in the valleys between. After lunch came the Spout House group—three further sections and an electrically timed lap of an autocross circuit in intermittent heavy rain and visibility sometimes down to a few yards; finally, a second ascent of six of the Canyard group, and back to the Rising Sun.

On Old Lees the Southern contingent started well, P. A. Barden and M. Cannon, of the London M.C., reaching section 9. Greenhope was slightly easier; though none passed the final marker, eleven reached the ninth. On the first of the Canyard group E. Harrison (Harford), son of the well-known T. C. Harrison, by exceedingly sensitive use of the throttle climbed over the top. E. J. Chandler's Chandler was the only other to manage the adverse-cambered grass slope.

On the second section J. D. Alkernley's Dellow came to rest and retired after an ominous clank from the region of the crown wheel, a cause of two further retirements during the trial. N. H. Coates' N.H.C. and H. H. Cryer's Trident managed to reach the top, the latter being the only one who climbed the third of the Canyard group. Most of the sections in this group were approached through ponds which quickly became seas of thick, oozing mud. R. W. Phillips' take-off on the sixth section was astonishing, Le Tout building up speed on an atrocious surface and rocketing away to achieve the seventh marker—the highest reached.

By now cars were seen stationary among the hillocks, boiling away; G. Corbishley bailed water from a pond into his radiator with a cap.

The eighth section rose very steeply from the starting line, giving practically no run with which to storm the hill. A remarkable recovery was made by Broadhead who, as he left the line, stalled the Cotton's engine. A quick pull of the starter switch set it going again and away he went without stopping.

The ninth of the Canyard group rose at right angles to the starting line, with a round pond at its foot. Many competitors turned straight up the hill and failed through lack of momentum. J. Clegg, however, made a lap of the pond, which gave him a straight approach and several who followed his example climbed clean. At the finish it was decided that there might be some protests on the score of unclear route marking so the section was abandoned in calculating the results. Of those who took the intended route, J. S. Jenkins' Ford-engined Austin special reached the highest point.

The Spout House group of sections was very well attended by spectators—despite the weather—the four sections being grouped closely together. Nobody managed the first, J. C. Broadhead's Cotton reaching the highest point. The second section, not steep but very deeply rutted and muddy, produced only two clean climbs—from L. S. Jenkins' Austin special, and F. T. Lewis' Squamgerous, which made an excellent climb and was well applauded. As the cars worked their way up to the third section and the timed driving test, a layer of low—and very wet—cloud settled on them. Trials cars and the queer, stooping figures of spectators wandered about in the mist with a large Fordson tractor, laden with people, climbing easily over the slimy hillside. Fastest lap (38.4 sec) was made by Cryer's Trident, with Coates' N.H.C. only 1.2 sec behind.

So back to the Canyard group, with a re-climb of six of the sections. Rain, and the spinning wheels of the morning's climbs, had made these more difficult and, of the six sections, only two were climbed clean—the second by Cryer's Trident and Jenkins' Austin special, and the fifth by only one car—R. W. Phillips' redoubtable Le Tout, whose driver, by now, had the distinction of being by far the muddiest competitor. Of the four retirements perhaps the most unfortunate was that of S. H. Fox, whose troubles came when he had practically finished the course. J. Clegg's Clegg retired earlier on with a combination of clutch and front suspension failures, and B. R. Potts, whose passenger in the Cotton had cut her leg, nothing daunted, found another passenger and carried on.

PROVISIONAL RESULTS

High Peak Challenge Trophy (best performance): Austin spl 1,172 (J. S. Jenkins), 127 marks gained.

Beeston Trophy: Cotton spl 1,172 (J. C. Broadhead), 119.

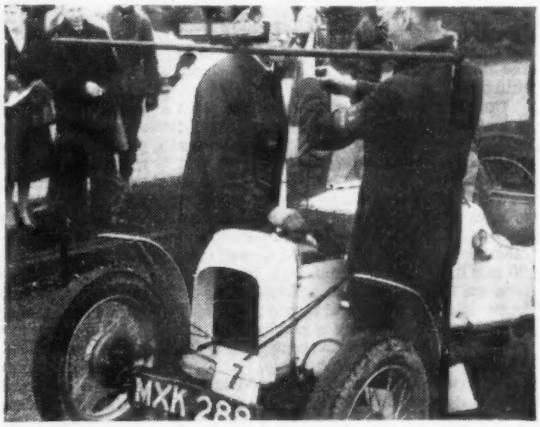
Needham Trophy: Trident 1,185 (H. H. Cryer), 117.

Special awards: Harford 1,172 (E. Harrison), 113; N.H.C. 1,172 (N. H. Coates), 111; Harford 1,172 (T. C. Harrison), 106; Chandler 1,172 (E. J. Chandler), 94; Kemp spl 1,172 (R. Kemp), 92.

Best performance by member of promoting club: J. S. Jenkins.

Team award: Sheffield and Hallamshire No. 2 team—N. H. Coates, H. H. Cryer and P. S. Hughes (Halfeach 1,172), 307 aggregate.

"The engine shall be located so that the centre of the foremost sparking plug orifice is not more than one-fifth of the actual wheelbase aft of a line connecting the centre of the front wheel hubs . . ." J. H. Appleton's Appleton comes under R.A.C. scrutiny at the start.



VARSITY VARIETY

Hill-climb, Night Navigation, Manœuvre Tests and a Skid Pan in Combined Universities' A.C. Rally

FOR the fourth inter-Varsity rally, the Combined Universities' A.C. provided plenty of variety within 350 miles or so. Starting points were Bedford, Kidderminster, Huddersfield and Durham on Saturday, October 30, and all came to a dinner rendezvous at Buxton, the more or less routine running to this point being enlivened by a nice hill-climb outside Buxton. It was damp. For the night navigation section, the field drove over to Wales and found the interesting byways of that country in somewhat difficult mood. Rain had swollen the watersplashes, mists obscured the doubtful landmarks of moorland and mountain country, and the tracks were extremely slippery, while the organizers had not planned an easy event!

The standard of driving skill is high in the university clubs, but there are only few experienced rallyists, and they do not know Wales and other rally country with the extreme familiarity of veterans: moreover, some of the cars were old (one passed out at Buxton in a smell of burning and a shower of solder, and was running again in two minutes . . . good pit work). The invidious part, where things got on to the 1in to the mile Ordnance map, was around Lake Bala, and there were in theory, at least by the card, only thirteen miles of this. There are a lot of tracks around there, all extremely narrow. The Hon. J. P. Leigh found a ditch, heavily, with his Lea-Francis; somebody inverted a high Ford-based sports car, but it was the widespread troubles of getting stuck or lost (or both) which were responsible for there being only 35 finishers from among the 58 starters. It made the team award, which was the main award, very much a lottery: Manchester had six teams; Cambridge had five and Oxford four teams, Birmingham and Loughborough two, Leeds and Edinburgh one each, and K.C.M.C. one. Twenty-two in all.

P. Riley did extraordinarily well to drop only one mark. He is a veteran of the Liége-Rome-Liége and other classic events, and was driving a Peugeot 203.

In the special tests near Chester on Sunday morning, however, the best times went to J. G. Marks with an M.G. Magnette. The first three tests were of the usual nature; an uphill start, a wiggle through a chicane and a flying finish, the dampness of the surface producing some rather uncertain results; a set of forward and reverse entries into artificial garages; some circular dodges round pylons; and a skid pan. The last-named was borrowed from the police. It consisted of a slimy, slightly oily sheet of glossy concrete, in which was marked out a circle of old car tyres: the timed circumnavigation included three laps. Here Marks was brilliant, taking the Magnette round and round at exactly the same angle of drift and degree of wheelspin all the time. H. Harrop was extremely good, too, and exploited to the full the ability of Plus Four Morgans in tests. Surprisingly, very few of the cars tended to go straight on, though the long, heavy old Riley of S. F. Baker looked like doing so. This rather novel test was popular, and added to the gay mood of the rally. In intervals between competitors, the officials had a go, too, and J. D. Scott, the clerk of the course, recorded a smart time!

It was a well-organized rally, characterized by a very sporting spirit, harmony rather than protests marking the finishing lunch near Chester. The organizers were unrepentant about the modest proportion of finishers.

PROVISIONAL RESULTS

Premier award: Peugot 203 (P. Riley), 1 mark lost. **Runner-up:** M.G. (R. M. Dobson), 6. **In general classification:** Sunbeam-Talbot (A. de Larrinaga), 9; M.G. Magnette (J. G. Marks), 15; Hillman Minx (Sir J. Harrison), 19; M.G. TD (D. C. Pickard), 24; M.G. TD (R. F. Crispe), 25; Ford Anglia (J. E. Milne), 44; Morris Minor (F. R. Abraham), 47; Morris Minor (A. J. Smith), 53; M.G. TD (R. M. Whitfield), 59; Ford Anglia (E. G. Jackson), 64; Healey saloon (J. B. Cohen), 65; Austin-Healey (M. Kellet) and M.G. (N. Somerville), 75; Sunbeam Alpine (D. C. Sweeney), 78; M.G. VA (W. P. Dallas-Ross), 87. **Inter-Varsity Trophy:** 1, Cambridge University A.C., 151 points; 2, Oxford University M.D.C., 126; 3, Manchester University M.C., 118. **Team award:** 1, Oxford University M.D.C., Equipe Vigorne, 164 aggregate marks lost; 2, Edinburgh University M.C., Team A, 215; 3, Leeds University M.C., Scuderia Gryphonia, 220. **Class winners:** Ford Anglia (J. E. Milne), Peugeot 203 (P. Riley), Sunbeam-Talbot (A. de Larrinaga). **Best performance in special tests:** Morgan Plus Four (G. Harrop), total time 138.8s.

Sir Algernon GUINNESS

A TRIBUTE

S. C. H. DAVIS writes: The death of Sir Algernon Guinness on October 26 has removed not only one of my oldest friends but also a racing driver who, in his day and time, was a legendary figure. Exactly fitting the period during which he raced, "Algy" was the most exciting, devil-may-care personality who ever handled a racing wheel. If you wanted a race or a party livened up he was your man and by the time he had finished most other people would be utterly exhausted. No one could get a car along faster than he could, or take more sensational risks in the doing, and no one enjoyed the whole thing more.

Darracqs were his chief team and with a Darracq of any size or speed he could do anything. His proudest possession was a V-eight record-breaking car of that *marque*, testing which he would go out at dawn to Hartford bridge straight on what is now A30, block the side roads, station friends to give warning of the police, and take the big car down the road at well over 90 m.p.h. Once he deluded an inquisitive rival on the Isle of Man course (which he knew like a book) by a record lap which was obtained by taking a short cut to the Bungalow and then waiting until his finishing time was just credible.

His last race was with a Talbot-Darracq over that same course, in a team of which the other two drivers were much younger. They, Algy thought, were amused at the efforts of an "old man." Secretly altering his car until he could see both front wheels, Algy then proceeded to show them where they got off, driving flat out in the worst places (mostly sideways) while he peered ahead from under a reversed cap in rain so violent that most people could not see with goggles, let alone without. Algy won.

The odd part was that he was so very different from his brother Kenelm, nicknamed "Bill," a very serious driver if ever there was one, whose presence always inspired Algy to higher and more fantastic flights of fantasy.

It is not surprising that he was the model on which so many of us set our ideal of a racing driver, nor that his death leaves a gap which can never be filled; it marks, as it were, the end of an era.

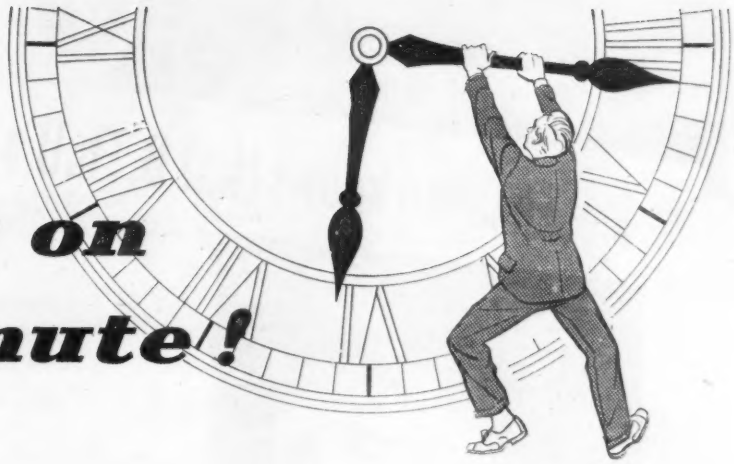
S.O.D.C. Speed Trials

THE Sporting Owner Drivers' Club held its speed trials at Brands Hatch on Sunday last in weather that can best be described as "pouring rain with intervals of heavy showers." After a practice period run under comparatively dry conditions, which saw a good deal of over-exuberance and during which Dr. G. E. Pinkton unfortunately caused extensive damage to the ex-Chevell 4.3-litre Alvis, the first classes were run just as the rain descended in earnest, reducing to some extent the slippery nature of the circuit. Some of the classes were a bit thin on the ground and were consequently run together.

The fastest time of the day was put up by Les Leston in a works Cooper-Norton. This stood at 75.6 seconds, which, for a standing lap in heavy rain, was an exhibition of really competent driving. Another outstanding performance was by S. F. Pile, whose beautifully prepared twenty-year-old Aston Martin Ulster was able to see off all the bigger sports cars with the sole exception of A. P. O. Roger's near-racing 2-litre Cooper-Bristol—an outstanding performance for such an old car.

PROVISIONAL RESULTS

F.t.d.: Cooper-Norton (L. Leston), 75.6s. **Class winners: Saloons up to 1,100 c.c.:** Austin A.30 (P. Westley), 108s **1,101 to 1,500:** Volkswagen (R. E. Owen), 96.06s. **1,501 to 2,500:** Riley (H. Grace), 86.14s. **Over 2,500:** Aston Martin DB2-4 (A. R. Twentyman), 83.99s. **Open cars up to 1,100 c.c.:** Lotus (R. L. Manwaring), 80.35s. **1,101 to 1,500:** Aston Martin Ulster (S. F. Pile), 80.83s. **1,501 to 2,500:** Cooper-Bristol (A. P. O. Rogers), 80.05s. **Over 2,500:** Aston Martin Ulster (S. F. Pile), 80.83s. **Racing cars up to 500, and 501 to 1,500 c.c.:** Cooper-Norton (L. Leston), 75.6s. **1,501 to 2,500:** Connaught (L. Marr), 79.34s. **Over 2,500:** Jaguara (G. Parker), 82s.



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* *Mr. S. W. Lenegan, proprietor of Barrfield Garage, Bolton Road, Pendleton, Salford, Lancs., has been a 'National' enthusiast since his Motor Cycle Sand Racing days in the early '30s. Barrfield Garage is classed as one of the most progressive filling stations in the North West.*

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THE SPORT

by

J. A. Cooper

Echo of Barcelona: Ken Wharton takes the Owen-modified Maserati, with disc brakes and Dunlop wheels among its other special features, round a bend on the Pedralbes circuit. He finished eighth, after experiencing engine trouble.

GRAND PRIX RÉSUMÉ • VETERANS AGAIN • MONTE CARLO

NOW that the 1954 Grand Prix season is over—the Spanish G.P. being the last of the major events for this year—it is possible to take a quick look at the position in the light of developments which have taken place during this year; 1954 has seen the re-entry into this form of racing of two famous firms, Mercedes-Benz and Lancia, while the trio of Ferrari, Maserati and Gordini have continued their support which has been a feature of the last two years at least.

On the basis of race results, Mercedes-Benz can claim to have been the most successful *marque* during the *grandes épreuves* of 1954, having won the French, German, Swiss and Italian G.P.s. But they have by no means had things all their own way; they would not have won the Italian race at Monza had it not been for the unfortunate (and comparatively minor) breakdown of Moss' Maserati so near the end, and they certainly did not shine in the Spanish race. Moreover, their successes have depended to a great degree on the fact that Fangio was their number one driver; without him, they would probably have won only the French classic. But there are no ifs and buts; win they have, and it will be very interesting indeed to see if they can keep up their high standards in 1955, when competition will be keener than ever.

The new Lancia has hardly had a chance to show its real form, but Ascari has undoubtedly demonstrated that it is very fast; if reliability can be attained without performance being lost, it will be a most serious contender for honours next year. Nevertheless, Ferrari and Maserati are both alive to the situation, and development work on new cars is proceeding apace in both the establishments in and around Modena. Only Gordini seems in an unhappy position; as always, his troubles are mainly financial, but there are rumours that at least some aid for him will be forthcoming from French sources (industrial, rather than Governmental).

In this country we have the drivers; what of the cars? The new Connaught is as yet untried in competition; the new B.R.M. only in its design stages, apparently; John Heath intends to concentrate on the sports-racing H.W.M. cars next year, and not to participate in formula 1. Only the Vanwall has made its appearance, with some promise; if G. A. Vandervell continues with his plans to race a team of three of these cars next year, they would seem to be our best hope as far as can be seen at present.

It becomes more and more desirable for a worthy British team to take the field and uphold the green colour which means so much to us. There are always many rumours of future developments; but as yet this remains a hope largely unfulfilled. It is true that many difficulties confront any such project in this country; but I am certain that it is not an impossibility.

THE annual Brighton Run—or, more correctly, the R.A.C. Veteran Car Run from London to Brighton—takes place very soon now (on November 14), and preparation of the cars concerned is in full swing all over the country. An absolutely staggering record entry of 223 cars has been received (remember, that to be eligible for this event a car must have been manufactured before the end of 1904); this is a total better by some forty cars than last year's run brought forth. Each year, some new and very interesting specimens come to light and are restored to health for this historic occasion; this year, the date is especially appropriate, for the original Emancipation Run of which this annual outing is an echo took place on November 14, 1896.

Certainly, one of the most interesting cars to take part this year must be the Hamell (illustrated in last week's issue of *The Autocar*), which is coming all the way from Denmark and was, it is said, constructed in 1886. Oddly enough, it is not this car's first visit to Britain; it was imported in 1894 to the order of a British buyer, only to return to its own country a few years later. This car will head the run, by virtue of its extreme age; next comes an 1894 Benz, and then two 1895 examples of the Lutzmann. There are four of the Léon-Bollée three-wheelers (one of them, of course, S. C. H. Davis' famous "Beelzebub"), a Hurtu, a Krieger Electric, a Schutz-Marke, and many more in addition to the more familiar names such as Panhard-Levassor, De Dion Bouton, Peugeot and Siddeley. This should be a great sight; perhaps, this year, it will keep fine. . . .

IN connection with the forthcoming Monte Carlo Rally, it has now been laid down by the organizers that the date by which any particular model of car must have been certified as eligible by the F.I.A. is the starting date of the Rally—that is, January 17, 1955. In other words, an entry of a car not yet included in the lists of acceptable models in each group may be accepted, but if the certification of that model as eligible has not taken place by January 17 the competitor concerned will not be allowed to start.

There are so many current rumours of would-be entrants from this country that the job of selection may be causing the R.A.C. some headaches. Among the interesting possibilities are three works Ford teams of three cars each, a works team of Armstrong Siddeley Sapphires, another of DB2-4 Aston Martins, and even—though as yet only a whisper—one of XK140 Jaguars. Certainly the Sunbeam (late Talbot) team will be in again, and now that it has been officially announced that Ken Wharton is to supervise the competition activities of the Daimler concern there is little doubt that strong representation will be forthcoming from that quarter.

This time, the "Monte," with its considerably altered make-up, should prove very interesting indeed. For the last two years weather conditions have been unnaturally easy for competitors (at least, all except those who started from Athens this year!); now that the regulations have been so modified that the success of the

THE SPORT . . . . continued

event depends less than hitherto on the weather, the powers that be will probably unleash the lot—and everybody will have to dig hard to get there at all. And a good thing, too—for that is the traditional idea of the event; there are plenty of other rallies, but there should be only one Monte Carlo.

MORE news about the *Carrera Panamericana*, the trans-Mexican road race which is scheduled to take place from November 19 to 23. No confirmation can be obtained of any works Ferrari entries; of the big, 4.9-litre cars, one of which won at Le Mans this year, most of them are rumoured to have been sold to private owners across the Atlantic. As already stated, Lancia are definitely not entering a works team; Alfa Romeo are, but of the 1900 model in the series production category.

Two Austin-Healey 100S models are entered as a works team, with Lance Macklin and Donald Healey as drivers. The cars very nearly missed the boat in the literal sense, for the dock strike prevented the loading of both cars and spares on to the Queen Mary at Southampton, and no appeals had any effect on the strikers. However, Silver City Airways came to the rescue and flew the lot over to Cherbourg, although this necessitated the opening-up of the airport there which had officially closed for the winter; the cars were loaded on to the Queen Mary at Cherbourg last Friday.

A MODIFICATION has now been made to the list of trophy winners in the recent Tourist Trophy race in Ulster; the trophy for the best performance by a series production car has now been awarded to the Porsche driven by R. Flower and E. McMillen. It had previously been announced that the Frazer-Nash of R. Odlum and C. Vard was the winner of this award; unfortunately, this car was fitted with a non-standard radiator, for experimental purposes during practice. A.F.N., Ltd., state that it had been intended to change the radiator for the standard pattern before the race itself, but a lot of other work had to be done to the car to repair damage caused in a practice crash, and in consequence the radiator changeover was not carried out.

Congratulations to racing driver Alan Brown on his marriage to Miss Ann Dowdeswell. The ceremony took place at St. Mary's Church, Guildford, Surrey, on October 27, and many names famous in the world of motor racing were present.

Another disqualification has recently been the subject of some additional information; it may be remembered that Stuart Lewis-Evans was deprived of first place in the senior race at Brands Hatch on October 3 because his Cooper had not an ignition switch in working order. It appears that the switch had given trouble earlier in the meeting, and had, in consequence, been disconnected; when the car was inspected before this final event, the driver was told that this fact would be reported to the Clerk of the Course. The stewards of the meeting, on being informed of the facts, decided that the car must be excluded on a technical breach of the regulations.

By now the race was half run with Lewis-Evans in the lead; it was, therefore, decided to wait until the end, re-inspect the car, and disqualify it if the switch had not been reconnected. This was, in fact, done; but the committee of the British Racing and Sports Car Club wish to emphasize that this disqualification arose from an involuntary technical breach of the regulations, and in no way reflects on the integrity of the competitor concerned.

ONE of the highlights of the social season is the annual dinner and dance run by the British Racing Mechanics' Social Club. Sometimes the importance of these noble gentlemen is overlooked during the season, but one is reminded of it at this function by the impressive number of guests. This year it takes place in London on November 26, reception 7 p.m. Dress is informal for men, and tickets cost £1 7s 6d each. They are obtainable from the honorary secretary, T. Harding, 18, Delta Road, Worcester Park, Surrey.

THERE will be seven starting points for the M.C.C. Redex national rally which begins on November 10 (next Wednesday). These are Manchester, Glasgow, Norwich, Cardiff, Plymouth, Kenilworth and London. The finish will be at Hastings, and on the Saturday morning (November 13) there will be a *concours d'élégance* which will include a special "car and lady" competition, for which special prizes will be awarded.

There are nearly 400 entries, including 25 teams, and there will be 13 crews eligible for the ladies' award. Many of the crack rally drivers will be taking part, including J. H. Ray (Morgan), G. R. Hartwell (Sunbeam-Talbot), Ken Rawlings (Daimler Century), R. W. Faulkner (Aston Martin) and J. C. Wallwork (Standard).

In this event the routes will not all join for part of the run, but most of the cars will go through Sheffield or Doncaster, and most parts of England figure somewhere in the various routes that are to be used.

The prize-giving will be held at the dinner-dance and entertainment organized by the mayor and corporation of Hastings.

AS some of my lynx-eyed readers have probably already noticed, the engine of the new Lancia formula 1 racing car (illustrated in last week's issue of *The Autocar*) is in fact fitted with four twin-choke downdraught Solex carburettors, and not Weber instruments as stated in the accompanying caption.

COMING SHORTLY

NOVEMBER 3-6.—Geneva Rally, Switzerland.

5.—B.A.R.C. Annual dinner and dance, Grosvenor House, Park Lane, London, W.1 7 for 7.30 p.m.

6.—Cheltenham M.C. Cheltenham Trial, Belle Vue Garage, Cheltenham, 10 a.m.

6.—Lagonda Club. November Handicap, Hog's Back Hotel, near Guildford, Surrey, 1 p.m

6.—Old Merchant Taylors M.C. Firework Rally, Durrants, Croxley Green, Hertfordshire, 6 p.m.

6-7.—Riley M.C. Blackpool Rally, starting from Oxford, Cheltenham, Manchester, Leeds and Leamington Spa, 8 a.m.

7.—Falcon M.C Guy Fawkes 200 Trial, starting from London, Taunton and Birmingham 12 midnight, November 6.

7.—Fairey Aviation M.C and C.C. Driving tests, Heston Aerodrome, Middlesex, 11 a.m.

7.—North London E.C.C. Novices' Rally, The Coach and Horses, Croxley Green, Hertfordshire 3 p.m

10-13.—M.C.C Redex National Rally, starting from Manchester, Glasgow, Norwich, Cardiff, Plymouth, Kenilworth and London, 8 a.m.

11.—Harrow C.C Film show, Tithe Farm House, Alexandra Avenue, South Harrow, Middlesex, 8 p.m.

14.—R.A.C Veteran Car Run to Brighton, starting from the Magazine, Hyde Park, London 8.30 a.m.

14.—Harrow C.C. Cottingham Memorial Trophy Trial, The Old Kings Arms, Stokenchurch, Buckinghamshire, 10.30 a.m.

14.—Southsea M.C. President's Trophy Trial, Deers Hut Hotel, Longmoor, near Liphook Hampshire, 10.30 a.m.

14.—Cemian M.C Social run, Ye Olde Greene Manne, Batchworth Heath, Northwood, Middlesex, 2 p.m.

CLUB NEWS

Eastern Counties M.C.—A night navigation trial will be held on Saturday, November 20; it is open only to members of the organizing club. The start is near Ipswich, at 5 p.m. And, after travelling some 110 miles competitors will finish at Aldeburgh, in Suffolk. The trial is of a straightforward navigational nature; a given average speed will have to be maintained, and it is emphasized that there will be no frivolities involved. Entries, which close on Tuesday, November 16, must be sent to J. C. Whitfield-King, Morpeth House, Ipswich, Suffolk.

Wolverhampton and South Staffordshire C.C.—A total of 21 starters out of 22 entries left the Hollybush Hotel at Ebstree from 2 p.m. onwards in the Autumn Trial, held on Sunday, October 24. Unfortunately the organizers had not reckoned with a 48-hour downpour before the event and, as five of the eleven driving tests were in some way connected with fords or streams, it was felt that members of a local yacht club might be invited along. The 80-mile course took competitors round the muddy lanes of Staffordshire and Shropshire to the finish at the Piggott Arms, Patlingham, where awards were presented. Results are as follows:

W. A. Blackburn Trophy for best performance: Ford Anglia (P. Auton). **First-class Awards:** Ford Prefect (Mrs. P. Fullwood), Ford Popular (A. D. Winsor), Ford Anglia (L. Bouts), Citroen (E. Kidson), Riley (T. Powner), Austin A.30 (A. Baggott). **Team Award:** Austin A.40 (H. Foster) and Ford Anglia (P. Auton).
Ladies' Award: Ford Popular (Mrs. S. Hill).

The Cheshire Dales rally will be held on November 21 over a non-damaging course. All who cannot enter are requested to offer their services as marshals.

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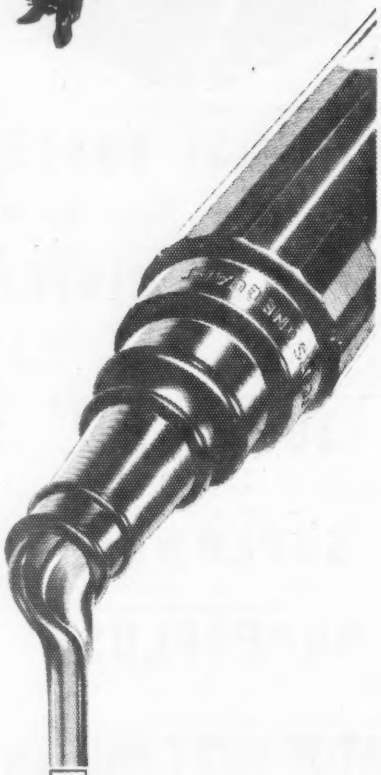

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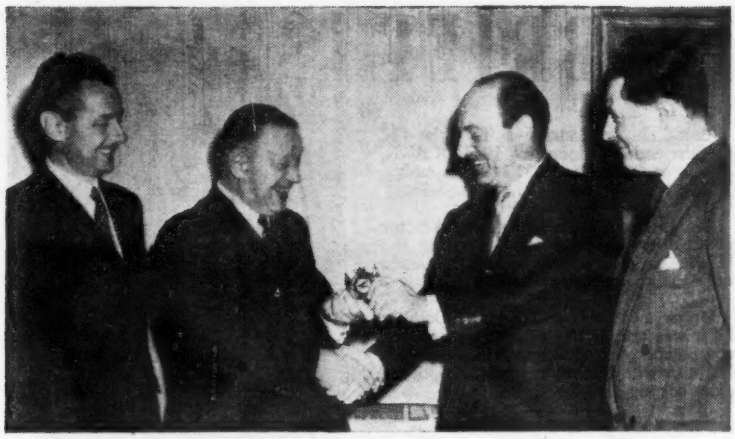

The B.O.A.C. Speedbird M.C., formed a year ago, has just enrolled its 500th member, Sir William Cushion, supplies manager of B.O.A.C. In this illustration, Sir William (second from the left) is seen receiving his car badge from Whitney Straight, deputy chairman of B.O.A.C. and president of the club—and, in pre-war years, a famous racing driver. On the left is A. J. King, secretary of the club and, on the right, O. F. Coussel, the chairman.

CLUB NEWS . . . . . continued

Bristol M.C. and L.C.C.—The following date is announced: November 20, Roy Fedden trial; regulations are now available. Entries close on Monday, November 15.

Nottingham S.C.C.—The first Nottingham Rally started from the R.A.C. offices in Nottingham at 9 p.m. on October 16. Competitors left at one-minute intervals en route for the first control, and supper stop, at the Fleur de Lys Hotel, Lowsonford. The second section of the 300-mile course took the entry through Alcester, Droitwich, Tenbury Wells, and on to Church Stretton and the start of the third section. After passing through Much Wenlock, Broseley, Albrighton and Cannock Chase, competitors stopped at the Shrewsbury Arms Hotel, Alton, for breakfast, and then negotiated the final section, via Hartington, Youlgreave, Tupton and Mansfield, to the finish at the Hutt Hotel, near Nottingham.

PROVISIONAL RESULTS

Nottingham Trophy (best performance): Vauxhall Velox (A. Lineker), 20 marks lost; **Navigator's Award:** W. N. North.

Class awards: Closed cars up to 1,500 c.c.: 1, Riley (R. Palmer), 35; 2, Ford Prefect (E. J. S. Townsend), 47. **Over 1,500:** 1, Austin (H. A. Shaw), 24; 2, Austin (W. E. Needham), 45. **Open cars up to 1,500 c.c.:** H.R.G. (S. J. R. Pattinson), 49. **1,500:** Triumph TR2 (Mrs. P. Y. Strawson), 72.

Alvis O.C.—The Essex Rally to be held on Sunday, November 21, is open only to club members driving Alvis cars. The event starts at 1 p.m. from Stapleford aerodrome, near Abridge, Essex, and will consist of two driving tests followed by a road section of about 60 miles on metalled roads. Entries should be sent by November 15 to G. Chace, 19, Pembroke Avenue, Surbiton, Surrey.

Worcester Austin Owners' Club.—It has been decided to restart this club and a meeting for the purpose will be held at the Diglis Hotel, Worcester, on November 19. All interested Austin owners are invited to write for details to the honorary secretary, N. H. Atkinson, Hembrey House, Three Quarter Mile Lane, Rushwick, Worcestershire.

Sunbac.—On the weekend of October 23-24 two events were run, giving members the choice of taking part in a night rally or a trial. The Autumn Rally, which started on the Saturday evening, attracted an entry of ten, and the Vesey Trial, held on the Sunday, an entry of 25. The trial, which was the major event, covered a 60-mile course in the Shropshire area, starting from the Stokesay Castle Hotel, Craven Arms. The results were decided by the performance of competitors on the eight observed sections, the times of the two driving tests not being needed as there were no ties. Provisional results are as follows:

TRIAL

Vesey Cup (best performance): Le Tout 1,172 (R. W. Phillips), 10 marks lost. **Watson Gwynne Bowl:** Oliver 1,172 (J. D. Hollingworth), 24. **First-class awards:** Dellow 1,172 (A. E. Marsh), 30; Austin 1,172 (B. J. Bodenham), 31. **Second-class awards:** Cotton IV 1,172 (B. R. Potts), 35; Ford 1,172 (H. B. Woodall), 36; Ford 1,172 (N. Nightingale), 39; Dellow 1,172 (N. V. Terry), 43.

RALLY

Muratti Ariston Trophy (best performance): Austin 1,200 (W. Machin and R. H. Dillow), 77 marks gained. **Runner-up:** Morris 918 (P. Pollitt and M. Redfern), 72. **Ladies' award:** Triumph 1,991 (Miss D. Hubner and Miss B. Price), 12. **Novice award:** M.G. 1,250 (G. T. Baxter and M. Taylor), 47.

Burnham-on-Sea M.C.—There were 45 entrants in the night rally held on Saturday, October 9; provisional results are as follows: 1, Austin A.30 (D. J. Hall); 2, Austin A.30 (P. H. Mayer); 3, Morgan Plus Four (T. David Warren); 4, Triumph TR2 (R. H. Williams).

Forthcoming events are a midnight *matinée* at the Ritz Cinema, Burnham-on-Sea, on Thursday, November 18, and the annual dinner and dance on Friday, December 10.

Southsea M.C.—The President's Trophy Trial on Sunday, November 14, is a qualifying event for the R.A.C. Championship and counts towards the B.T.D.A. Star. The course will be approximately five miles in length, starting from the Deers Hut Hotel, Longmoor, near Liphook, Hampshire. Invited clubs are Cemian, Bristol, London, Hants and Berks, Kentish Border, West Hants and Dorset, and Maidstone and Mid-Kent M.C. Entries close November 8; secretary of the meeting is S. A. Faulkner, 113, London Road, Waterlooville, Hampshire.

Bolton-le-Moors C.C.—The Midnight Trial, held on October 17, started from Ye Jolly Crofters Hotel, Horwich, and finished at the Pack Horse Hotel, Bolton, where breakfast was served. Competitors covered 203 miles, mainly in the Ruthin and Denbigh area, and the event resulted in a win for R. A. Dando (Hillman Minx). P. L. Glaister and K. Maitland-Hughes (Morris Minors) were second and third.

Old Merchant Taylors' M.C.—Members of neighbouring clubs are invited to enter the Firework Rally to be held on November 6, starting at 6 p.m. The course, which starts and finishes at Durrants, Croxley Green, near Watford, Hertfordshire, will cover about 50 miles.

A film show will be held at Durrants on December 3 at 8 p.m., and on December 12 the Winter Rally, closed to the Windsor C.C. and O.M.T.M.C., will be run. Details of the above events can be obtained from the honorary secretary, G. Connelly, 98, St. Martin's Lane, London, W.C.2.

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IN BRIEF

Profit before taxation for the 12 months ended October 29, 1954, of Alvis, Ltd., was £264,851 (£137,149 previously). The net profit was £102,326 (£65,849).

Mr. Leslie A. Turner, managing director of Carways of London, is visiting the U.S.A. to renew the contacts he made with agents during his visit in 1952.

On page 618 of *The Autocar* of October 22 it was stated that a heater is standard equipment on the Triumph TR2. This is not correct, the heater being an optional extra costing £14 3s 4d.

The death is recorded with regret of Mr. R. C. Hardwick, company secretary and sales manager of Alperson Products, Ltd., of Newmarket. The funeral took place in Newmarket on October 26.

In *The Autocar* of October 22 a 1½-litre engine was mentioned in connection with the Wolseley Four Forty-four. This was incorrect, as this car has a 1¼-litre unit.

Mr. H. W. Turner has been appointed general manager of E. N. Allen (Engineers), Ltd., of Victoria Rise, Clapham, London, S.W.4. This appointment follows the death of the late managing director, Mr. E. M. Allen.

It is recorded with regret that on October 28 the death occurred of Mr. Harry Quick, founder and joint managing director and H. and J. Quick, Ltd., of Manchester. His association with the firm had lasted for more than 40 years.

Ford service weeks will be held during this month commencing on the following dates: November 8, John M. Miller, Ltd., Falkirk; November 10, South Yorkshire Motors, Ltd., Wakefield; November 16, South Yorkshire Motors, Ltd., Pontefract; and November 20, Millar's Garage (Stirling), Ltd., Stirling.

Mr. H. Dudley Parsons, district manager in Plymouth for the Dunlop Tyre and Rubber Co., Ltd., is retiring after 50 years' service with the company. He joined the newly formed motor department of the Dunlop company in Birmingham in 1905 and became advertising manager in 1921.

An attractive booklet called *Reporting Progress* has been published for W. G. James, Ltd., 32, 36-38, Osnaburgh Street, London, N.W.1, to commemorate the 50th year of the firm as engine valve manufacturers. It is available to customers and friends of the company, and it contains an account of the development of valves in addition to the company history.

A donation of £250 has been made by the Dunlop Tyre and Rubber Co., Ltd., to next year's annual meeting of the Society of the Chemical Industry, to be held in Birmingham. Additionally the company has presented £100 to the training and technical fund of the Institution of Works Managers, and a similar amount to the National Federation of Young Farmers' clubs.

Newly designed machinery enables the retreaded tyres of Tyresoles, Ltd. to have new rubber right down the walls to the beading, which gives them the appearance of a new tyre. Treads have been improved, so that the rebuilt tyre has the depth of tread and follows very closely the design and proportions of an original tyre of good make. It is claimed for these retreads, called Tyresoles + Plus, that they should have the same life as a new tyre. There are 37 regional works where the process is carried out. The main works is at Palace of Engineering, Wembley, Middlesex.

Consolidated profits of the Rootes Group for the 12 months ended July 31, 1954, were £3,604,217, compared with £3,307,335 previously. Taxation absorbed £2,117,532.

Claims have been made from time to time by some manufacturers to the effect that their products are the cheapest four-wheel cars on the market. It is now pointed out by R. N. Wellington and Co., West Street, Farnham, Surrey, that the price of their R.N.W. minicar, which uses a 197 c.c. Villiers engine and which has a self-starter, is as little as £200. The total with purchase tax is £284.

In *The Autocar*, October 22, 1954, the address given for Cornercroft, Ltd., was not that to which the company prefers motorists' and traders' communications to be sent: Ace Works, Coventry, is the right address for such letters.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:—

No. 16992. 1938 25.3 h.p. Graham-Paige.
"T.E.N."—All possible information and a handbook for supercharged model 116.

No. 16993. 1935 P-type M.G. Midget.
"G.M."—Any available information and a handbook.

No. 16994. Handbooks Required.
"C.C.S."—1937 Austin Ten workshop manual.
"J.S."—1939 12-48 h.p. Wolseley.
"A.B."—1939 Hillman Minx workshop manual.
"A.T.Y."—1937 Studebaker Dictator.

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1953 (Nov.) **HUMBER** Super Snipe Mk. IV Saloon. Alpine Mist with red leather. Radio and Heater. 9,000 mls. **£1,095**

1953 **HUMBER** Super Snipe Mk. IV Saloon. Crystal Green with fawn leather. Fitted Heater. 16,000 mls. **£1,045**

1954 **SUNBEAM-TALBOT** "90" Mk. IIA Saloon. Alpine Mist with red leather. Fitted Heater. 6,000 mls. **£995**

1953 **SUNBEAM-TALBOT** Mk. IIA Saloon, gun-grey with red leather. 8,000 mls. **£945**

1954 **SUNBEAM** Alpine Special Roadster. Alpine Mist with fawn leather. 9,000 mls. **£1,000**

1953 **HUMBER** Hawk Mk. V Saloon. Black with red leather. 13,000 mls. **£795**

1952 **HUMBER** Hawk Mk. IV Saloon, black, brown leather, radio and heater. 15,000 mls. **£695**

1953 (Oct.) **MORRIS** Oxford Saloon. Black with red leather. 12,000 mls. **£675**

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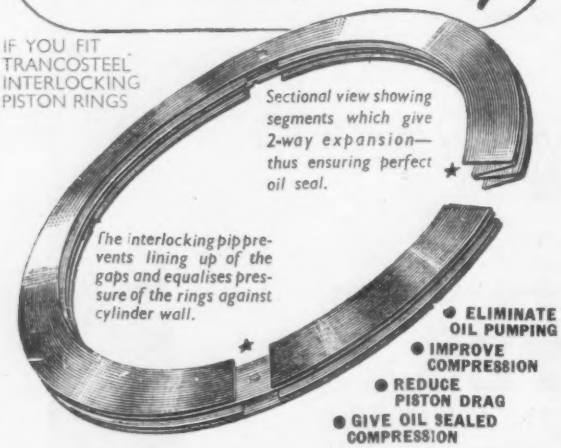

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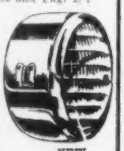

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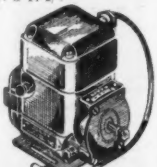

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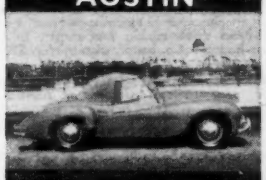
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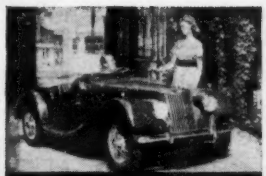
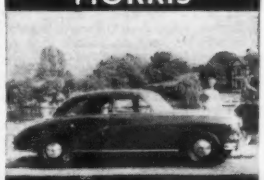
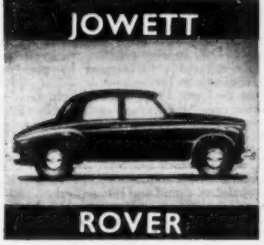
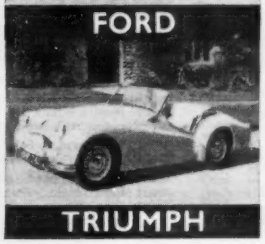

M.G.

FORD


RILEY


ROVER

STANDARD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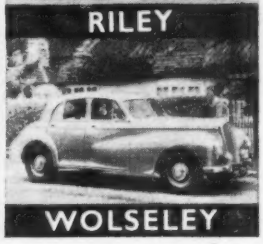
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ALLARD drophead coupe type 61.M 1949/50, high compression head, twin carbs., oil coil, Telecontrols, etc., a very beautiful specimen **£395**
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DELAHAYE 23 h.p. drophead foursome coupe, 1938, special Carlton four/five-seater body, three-position hood, knock-on wheels, Marchal electric accessories, beautiful coachwork and interior, three carb. engine, performance of very highest order.
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HUMBER Super Snipe drophead foursome coupe 1950, very scarce model with special Tickford bodywork, a one owner car superbly maintained and of especially low mileage, heater, etc. **£695**
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10 h.p. saloon 1947/8, another genuine one owner car with very low mileage authenticated by previous owner, spotless condition throughout **£395**
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Loddon Bridge Motors Ltd., Earley, Nr. Reading.
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Ratcliffe Bros., Mount Green Garage, Halifax Road.
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Phone: Rotherham 4836/7

SALE
Gordon Stewart Motors Ltd., Morris House, Cross Street.
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G. Batty & Sons Ltd., Ellin Street.
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Freeman Oakes & Co. Ltd., Fitzwilliam Street.
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SHEFFIELD
Kennings Ltd. Leadmill Road.
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Wales & Edwards Ltd. Wyle Cop.
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Crips Bros. (Automobile Engrs.) Ltd., Main Road.
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STAINES
Stewart & Ardern Ltd., Morris House, 37, London Road.
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1953 **AUSTIN** A.40 Somerset, beige/beige, heater, 12,000 miles	£605
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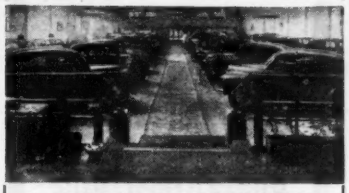

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1947 **AUSTIN** 16 h.p. saloon d/l..... £335
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1953 **JOWETT** Javelin saloon d/l..... £595
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1947 **MORRIS** 10 h.p. saloon d/l..... £335
1938 **STANDARD** 14 h.p. saloon d/l..... £125
1947 **VAUXHALL** 14 h.p. saloon d/l..... £325
1939 **JAGUAR** 1½-litre saloon de luxe..... £265
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1954	**FORD** Anglia Saloon, green/fawn, recorded mileage 2,800. The whole car without blemish	£595
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1951 (Sept.)	**MORRIS** Minor Convertible, black/red, recorded mileage 17,000, runs just like a new car	£465
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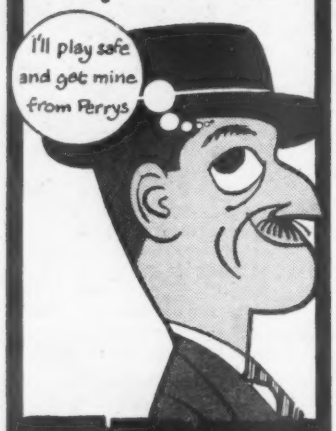

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1951 **TRIUMPH** Mayflower saloon, clean condition, low mileage, £475.
1950 **MORRIS** 6 saloon, £400.
1953 **MORRIS** Minor saloon, 11,000 miles, £525.
1951 (Oct.) **AUSTIN** A.40 saloon, heater, low mileage, £495.

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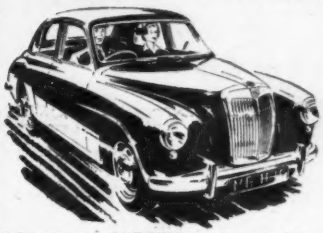

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1953 FORD Zephyr Sal., rad., htr. Black	£705
1954 FORD Consul Saloon and htr. Black	£695
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1953 HILLMAN Minx Estate Car, heater. Duo Grey	£685
1951 HUMBER Super Snipe Sal., htr. Black	£645
1950 JAGUAR 3½ Mk V Saloon. Black	£725
1953 JAGUAR Mk VII Saloon. Battleship Grey	£1,145
1954 JAGUAR Mk VII S/Saloon. Black	£1,245
1953 M.G. 1¼ S/Saloon. Grey	£745
1953 MORRIS Oxford Saloon and htr. Black	£665
1953 MORRIS Minor 2-dr Saloon. Black	£595
1951 RILEY 1½ Saloon. Ivory	£785
1947 ROVER 16 S/Saloon. Maroon	£545
1952 ROVER 75 Saloon. Black	£1,035
1953 ROVER 75 Saloon, radio. Black	£1,095
1954 STANDARD 8 Saloon. Grey	£525
1952 STANDARD Vanguard Saloon, radio. Comet Blue	£595
1951 STUDEBAKER Commander 4-dr Sedan (L.H.D.). Grey	£895
1950 TRIUMPH Mayflower Saloon. Maroon	£525
1951 VAUXHALL Velox Sal., rad., htr. Grey	£555
1953 VAUXHALL Wyvern Saloon. Grey	£755
1953 WOLSELEY 4/50 Saloon. Grey	£725
1952 WOLSELEY 6/80 Saloon, htr. Grey	£665
1954 WOLSELEY 4/44 Saloon. Grey	£795

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

J. DAVY, Ltd.

1951 (August) saloon, 29,000 miles only, an exceptionally good A.C. maintained by A.C. Cars, Ltd.; £650.—180-4, Kensington High St., Western 9641. [C1069

1950 A.C. 2-litre saloon, black, radio, first-class condition throughout, 3 months' guarantee; £525.

C. & W. MOTORS, Ltd., Queens Road Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1954 A.C. Petite, 2,000 miles; £275.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. [1907

1951 A.C. 2-litre saloon, grey, superb condition; £595.—Gordon Cars (London), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

1950 (late) A.C dropnead coupe foursome, radio, heater screenwashers, flashing indicators, Lifeguard tubes, only 12 of these cars were made, and this presents a rare opportunity to become the owner of one of them; £665; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2 Finchley 0052-53-54, anytime.

XXX 1951 model A.C. 2-litre saloon, grey with blue leather, a really immaculate one-ownership car, thoroughly recommended, written guarantee; £650, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

A.C Cars Wanted

REALLY good A.C wanted.—Cobb, 30, Harley House, London, N.W.1. [W1086

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

£600—Limit offered genuine one owner A.C. saloon.—Full details to Robinson, 17, Corporation St., Coventry. [9995

XXX H. F. Edwards offer immediate cash for good A.C.s—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

A.C. Spares and Service

FULL repair and overhaul service for A.C. cars.—Harman, 24, Astwood Mews, S.W.7. Fremantle 7471. [0796/R

ALFA-ROMEO

METCALFE & MUNDY, Ltd.

1750 supercharged open 2-seater, specialist engine overhaul, complete independent front suspension, giving stupendous road holding; this must be one of the fastest Alfas in existence.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

CHIPSTEAD MOTORS, Ltd., offer:—

ALFA-ROMEO 2.5-litre, first registered 1948, streamlined drop head coupe, white, blue leather, beautiful car; £1,075.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington London S.W.3 Flaxman 0052/7253/7154

XIX 36 (December) 1.750cc Farina saloon, £200; £40 deposit.—Searle, 45, Park Rd., Hampton Hill, Middlesex. Molesey 4614. [C4069

BARTLETT.—Alfa-Romeo 2.3 supercharged Mille Miglia 2-seater a classic car, £295; Alfa-Romeo 1.750 sports coupe, careful owner, £175.—27, Pembridge Villas, W.11 Bay 0523 [C1013

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo —Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9. [0124/R

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RAYMOND WAY, The Hire Purchase specialists.

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RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

SALES & WANTS

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ALLARD

DAGENHAM MOTORS, Ltd., offer the following car:—

1954 (July) Allard Monte Carlo saloon, fawn, red hide, twin carbs., high comp. heads, underseal, etc., 4,000 miles; £1,575.

56 Park Lane, W.1 (Hyde Park 4866); 374, Ealing Rd., Alperton, Middx. (Perivale 3398); and 6, 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). [C1066

£498 Allard sports saloon 1951, excellent bodywork and interior, exceptional performance, choice 2, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube); exchanges, h.p. [C1017

ALLARD 2-seater, 1949, excellent car throughout, blue, taxed; £375.—Johnson & Brown, Ringers Rd., Bromley Ravensbourne 2322 [C2075

1950 Allard saloon, new engine fitted by makers; £425.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1949 Allard drop-head foursome, new hood, heater, very smart, mechanically excellent; £355.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1953 Allard Palm Beach, modified Zephyr engine, black and crimson leather, one owner, 17,000 miles outstanding performance; £650.—H. A Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511.

445 gns.—Allard 1950 sports 4-seater, high compression head, double-choke carburettors, engine reconditioned choice of 4 Allards; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., London, S.W.1. Sloane 5424.

REQUIRED, really good Allard.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ALVIS

ELM AUTOSALES offer:—

ALVIS Speed 25, 1938 (late), fitted with beautiful drop head foursome coachwork by Charlesworth, immaculate in black and blue, two-tone finish, interior as new, mechanically all that a good Alvis should be; £395.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

1952 Alvis 3-litre coupe, black.

1951 Alvis 3-litre Alvis saloon, black.

1949 Alvis 14hp Tickford coupe, black.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [1926

CHIPSTEAD MOTORS, Ltd., offer:—

!!! late 1939, Speed 25, sports 4-seater, gun metal and red, to clear; £265.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington London S.W.3 Flaxman 0052/7253/7154

BROOKLANDS, Alvis London distributors.

1955 models available, demonstration.

1954 Alvis 3-litre Tickford 8,000 miles, immaculate cond.

1953 Alvis 3-litre saloon, excellent condition

1952 Alvis 3-litre Tickford coupe, radio, h.c. head

GUARANTEE deferred terms; cars purchased for cash.

QUALITY, service, satisfaction

103, New Bond St., London W.1. Mayfair 8351-6 [C1029

£550—Alvis 14 saloon, 1949, fitted heater and radio, in very good condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1949 14 Alvis sports coupe, cream, 19,000 miles, one owner, exceptional.—Tickford, Ltd., Temple Bar 3336. [C4024

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars" [C4041/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

£310—1939 Alvis 12/70 saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

1949 Alvis 14 saloon, maroon, red leather interior, sun roof, one owner, first registered 30th November; £595.

PARKERS, Ltd., Bradshawgate, Bolton 4080. [C3082

XIX 1934 Firefly 14hp drop head in most excellent condition; £160; £32 deposit.—Searle, 45, Park Rd., Hampton Hill, Molesey 4614. [C4069

1937 Alvis Speed 25 saloon, excellent condition throughout, taxed and insured; price £315, o.n.o.—Box 8733. [1632

£525—Alvis 1½-litre 1947, 4-door saloon, in exceptional condition throughout, radio, heater; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube); exchanges, h.p. [C1017

1954 Alvis T.C.21 saloon, one owner, 9,000 miles, as brand new, guaranteed; £1,550.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, King. 8104.

£125—1933-4 Alvis Firefly drop head foursome coupe, a good runner; £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

CENTRAL GARAGE (CROYDON), Ltd., offer: 1939 Alvis Speed 25 sports saloon, finished black and blue, fitted twin spot lights, screen washer, etc.; £275.—Croydon 7464. [C1098

1951 Alvis 3-litre saloon, black, red interior, fitted heater, in immaculate condition, one private owner, Alvis history; £885.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1952 Alvis 3-litre T.C.21 Tickford drop head coupe, one owner, radio, heater, high compression head, specially prepared coachwork, maintained by us as Alvis specialists, superb throughout; guaranteed; £925.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4053/1

CASS'S MOTOR MART.—1949 Alvis 14 saloon, run under 2,000 miles since overhaul and reconditioned at cost of £300, £695; 1950 Alvis 14 Tickford coupe, maroon, unblemished, heater, genuine 28,000 miles, £755, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Alvis.

B. J. HUNTER Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040

H. A. SAUNDERS, Ltd., Golders Green, require:—

ALVIS cars, all models, for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

PERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

XXX H. F. Edwards offer immediate cash for good Alvises.—200, Great Portland St., London, W.1. Tel Langham 0012. [W2005

ALVIS 3-litre saloons or drop heads wanted.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558/9. [9314

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry. [S0391/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane Manchester, 19. Rus. 2784-5 [0653/R

KINGSTON-ON-THAMES.—Alvis specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kingston 2241. [S4053

AMERICAN CARS

METCALFE & MUNDY, Ltd.

1953 Buick sedan, all extras.

1952 Studebaker Champion.

1952 Chevrolet, r.h.d.

1951 Studebaker Commander convertible.

1951 Chevrolet de luxe.

1949—50 Pontiac sedan.

1942 Buick sedan.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

KAY KAR SALES offer London's cheapest used American cars including:—

STUDEBAKER 1939 model President saloon, column shift, running but needs attention; £90.

PACKARD 1938 saloon, black and chrome, needs general tidy up after lay up; £100.

FORD 1939-40 N-8 saloon, one owner from new, black, new upholstery, practically new tyres, taxed; £145.

THREE Ford Mercury saloons, 1942-9 models, all r.h. drive, column gear change, in nice condition, taxed; from £165.

STUDEBAKER Champion saloon, one owner, vehicle finished in attractive shade of duck egg blue and maroon, very economical ship; £195.

MANY more vehicles under £200 available, h.p. terms and p.-exchanges gladly arranged, used American cars of all types purchased for cash.

300 Westwood Lane, Blackfen, Sidcup. (Elt. 2810.) (Junction Rochester Way.) [1751

JOE THOMPSON (MOTORS), Ltd., offer a selection of late model American cars.—91-95, Fulham Rd., South Kensington. Tel Kensington 4858. [C4028

AMERICAN CARS

ATTENTION!!!

LARGE selection of post-war American cars in stock; see under individual classifications.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), 345, High Rd., Wembley. 8691/3903. [C4015

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588.

1939 Packard 8 occasional foursome, fixed head coupe, original; £295; Trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. [C3059

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3903, 345, High Rd., Wembley. [W4015/R

NOW hear this!

METCALFE & MUNDY, Ltd., are keen and enthusiastic buyers of American cars in sound condition.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

STUDEBAKER 4-door drop head wanted.—Tel. Hoddesdon 3317, or Box 8866. [1960

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95, Fulham Rd., S.W.3. Kensington 4858.

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588.

ARMSTRONG SIDDELEY

WELBECK MOTORS for the Sapphire:—

1954 Armstrong Siddeley Sapphire, black and fawn with beige interior, preselector, mileage 6,000, only used by one of our directors, available November 10th; offered at nearly £400 under current list price, £1,450.

WELBECK MOTORS Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

P & J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1954 Armstrong Siddeley Sapphire, duo green, radio, immaculate; £1,475; one week's free trial, guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001. [C3039

H. C. PAUL, Ltd.

1954 Armstrong Siddeley Sapphire saloon, black, radio, mileage 2,000.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [C3040

AUTOMOBILIA, Ltd., offer:—

1950 (Sept., '49) Armstrong Hurricane foursome convertible coupe, blue, blue leather, radio, heater, twin foglamps, screenwashers, excellent condition, one owner; £495.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

SAUL & SLATTER, Ltd., offer:—

ARMSTRONG SIDDELEY Sapphire saloon, dual grey with red leather upholstery with electric preselector gear box, works mileage.

44-46, Aldermans Hill, London, N.13. Tel. Palmers Green 3631-2-3. [C4002

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1951 (June) Armstrong Siddeley 18 Hurricane drop head coupe, blue/blue hide, unrepeatable, one owner specimen, highly recommended; £545.

AUSTIN House, 140-144 Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

1951 Hurricane, good order, 56,000 miles; £636.—Box 8782. [1692

ARMSTRONG SIDDELEY 2-door saloon, 1947, black, brown leather upholstery, one lady owner, 32,600 miles; £500, no dealers.—Box 8841. [1652

1954 (July) Armstrong Siddeley Sapphire, black, silver, grey, electric gear box, guaranteed mileage 3,000, very attractive price.

STEARNS & Co. (Car Sales), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. [1711

1954 (September) Armstrong Siddeley Sapphire saloon, grey/maroon upholstery, loose covers, practically new; £1,665.

A. FREEMAN, Ltd. Grosvenor Garage, Burnage Lane Manchester, 19. Rus. 2874/5. [1285

325 gns.—Armstrong Siddeley 1946 Lancaster 4-door saloon, sliding head, leather, preselector, heater, one owner; terms, exchanges.—Rowland Smith, below.

495 gns.—Armstrong Siddeley 1950 Hurricane drop head coupe, manual gear change, radio, heater, exceptional; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1954 (June) Armstrong Siddeley Sapphire saloon, 5,000 miles, attractive price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1953 Whitley, one owner, every extra, in most immaculate condition; £895.—Taylor & Crawley, Hyde Park Corner, 33 Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

1953 (October) Armstrong Sapphire saloon, low mileage, radio, immaculate; £1,225.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1954 Armstrong Sapphire, blue/grey with red leather, 8,000 miles, radio, heater, host of other extras, unmarked, as new; £1,475.—Cyril Sheppard of Reading, Sonning 2345. [1543

1947 Armstrong Typhoon sports saloon, titled owner, low mileage, chauffeur maintained, a really magnificent specimen, immaculate throughout.—Davis Motors, Bath Rd., Cheltenham. Tel. 4858. [1799

1948 (Sept.) Armstrong Typhoon, black with brown upholstery, heater, radio, windscreen washers, two spot lamps, excellent condition, private sale; £380.—Tel. Liv. 4169. [1817

1954 (May) Armstrong Siddeley Sapphire, 4,000 miles only, pre-selector gear box, fitted with H.M.V. radio, heater, loose covers, Ace Rimbellishers and white wall tyres, immaculate condition; £1,525.—Jones, Bognor Regis 2166. [1871

ARMSTRONG SIDDELEY

1952 (November) Armstrong Whitley, black, brown leather, radio, heater, 10,000 miles; £775.—Wright's Motors, Ltd. Rickmansworth 2214. [1939

1955 Sapphire, servo brakes, electric box, black, brown leather, under 1,000 miles, 2 weeks old, privately owned; what offers?—250, Tiverton Rd., Birmingham, 29. Tel. Selly Oak 1549. [1962

1951 Armstrong Hurricane, mint condition, low mileage, new tyres and hood, works maintained regardless of cost, company director's private car; view London; price £605.—Box 8783. [1693

OCTOBER, 1953 Armstrong Siddeley Sapphire, 10,000 miles, black with brown leather upholstery, fitted radio, screen washers, heater and demister.—Offers to Amersham 707, around £1,250. [1669

£450—Armstrong Siddeley Typhoon, 1948, black, brown leather, mileage only 21,000, preselector, excellent condition, new battery and India super tyres.—Lee, "Glenfinlas," 149, Manchester Rd., Burnley, Lancs. Tel. Burnley 3104. [1829

1953 (April) Armstrong Siddeley Sapphire 6 light saloon, mileage 9,052, Corinthian green, special deep maroon leather, preselectric gear box, bucket-type front seats, heater, demister, defroster, Ace Rimbellishers and Lifeguard unpuncturable tubes, chauffeur maintained, perfect mechanical condition and immaculate coachwork, licensed to 31.12.1954; deferred terms confidentially arranged if so desired; £1,295.—Grasley Hunter of Peterborough, 2985. [1671

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

ARMSTRONG SIDDELEY cars, all models, for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

KIRKWOOD CARS buy pre-war Armstrong.—78, Streatham Hill, S.W.2. Tulse Hill 1286. [W2057

SAPPHIRE, low mileage, by private buyer.—Vic. 8697. [1826

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

SAPPHIRE wanted, 1954 prefd., state mileage and full details; maximum price £1,200.—114, Shanklin Drive, Leicester. [1803

REQUIRED, really good post-war Armstrong Siddeley.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

7-SEATER 1951/52 private 18hp. Limousines, also 25hp. reasonable mileage 1938/39 Limousines. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street, Mayfair 2941. [W1006

PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0835/R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering services; 48-hour exchange engine and gear box services; quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7501. [0644/R

CHARLES FOLLETT, Ltd., official Armstrong Siddeley retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [S2010

FULL repair and overhaul service for Armstrong cars.—Harman, 24, Astwood Mews, S.W.7. Fremantle 7471. [0797/R

BIRMINGHAM joint distributors; spare parts from 1932.—Frank Mosley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

PASS AND JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). [0670/R

ASTON MARTIN

CHIPSTEAD MOTORS, Ltd., offer:—

!!! Le Mans short chassis 1934 model, black/red, engine just rebuilt with latest conrods, resleeved, new pistons, crankshaft reground and balanced, specimen; £345.

!!! Le Mans short chassis 1934 model, reputed one of the best of this type in existence, engine rebuilt with latest conrods, high-lift camshaft, etc., reupholstered, recellulosed, steering, chromium plated, virtually as new; £375.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

BROOKLANDS: Aston Martin Sole Distributors.

1955 D.B. 2-4 models available, demonstration.

1954 Aston Martin D.B. 2-4 saloon, immaculate condition.

BUY or sell with confidence, cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

PERFORMANCE CARS offer from over 150 guaranteed cars large selection of pre-war Aston Martins.

ASTON MARTIN 2-litre 2-str coupe, 1938, £355; Aston Martin 2-litre d.h. foursome, 1938, £345.

ASTON MARTIN Mk. II d.h. coupe, l/c 1935, £275; A/Martin 1½-litre Le Mans tourer, 1934, £295.

ASTON MARTIN 1½-litre International tourer, 1933, £195; A/Martin 1½-litre Bertelli saloon, 1933, £155.

IMMEDIATE hire purchase, insurance and part exchanges; many others.—See under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

ASTON MARTIN D.B. 2/4, cherry red, 4,000, just as new; £1,925 o.o.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Biddulph 3174. [1657

1954 D.B.24 black, 11,000 miles, radio, immaculate; £1,825.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth, Elmbridge 2254-5. [C4061

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

BARTLETT.—Aston Martin 3-litre 160 mph DB 111/11 2-seater, full road equipment, complete history available, very low mileage.—27, Pembridge Villas, W.11. Bay. 0523. [C1013

ASTON MARTIN D.B. 2/4 1953, 3-litre, under 800 miles, offered immediately, under list price; owner taking delivery of competition model.—Parkinson, Bottomley St., Middlesbrough. Tel. 3663. [1647

ROSE & YOUNG, Ltd., offer 1954 Aston Martin D.B. 2/4 saloon, low mileage, chrome wheels, Alfin drums, etc.; £2,025.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tu se Hill 6464. [C3057

325 gns.—Aston Martin 1938 2-litre short chassis drop head coupe, new hood, excellent condition; terms, exchanges list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4018

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for good Aston Martins.—27, Pembridge Villas, W.11. Bay. 0523. [W1015

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines, for all Aston Martin cars produced up to 1940; specialised servicing facilities.—Old Windsor. Tel Windsor 2002/3. [0198/R

AUSTIN SEVEN

195 gns.—Austin Big 7 1939 4-door saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Austin 7 (August, 1935) Nippy sports 2-seater, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Austin 7 late 1937 Ruby saloon, sliding head, leather excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A30

1954 (July) Austin A30 2-door saloon, black and red, 1,800 miles only, £75 extras; £495; seen London.—Tel. Bury St. Edmunds 170. [1734

AUSTIN A30 July 4-door, black, heater, taxed mileage 1,000, carefully run in, unscratched, maker's guarantee; £520.—Fairhead & Sawyer, Woodbridge 37.

1954 Austin A30 4-door saloon, little used, indistinguishable new; £520.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312.

1954 Austin A30 2-door saloon, one owner, 8,000 miles, leather, heater, as new, guaranteed; £510.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, King. 8104. [C4053

1954 Austin A30 4-door saloon, Buckingham Green, mileage 2,660, taxed, immaculate condition, June delivery, owner posted abroad, trial willingly; £490.—Service Motors, Lynn Rd., Ely. Tel. 2981.

PRIDE & CLARKE, Ltd.—1954 Austin A30 4-dr saloon, blue/blue, 5,000 miles, heater, £489; 1952 green/beige, heater £469; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251.

Austin A30 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. [0925/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A30 cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

GATEHOUSE offer —

1947 Austin 8 saloon, choice of 3, all black, from £355.—Gatehouse Motors, Ltd., Highgate Village, London N.6. Tel. Mountview 4444. [C2021

1947 Austin 8 4-door saloon; bargain, £295.—Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1425-4. [C3063

£145—1946 Austin 8 4-seater tourer, very smart, real bargain; £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

1947 Austin 8 4-door saloon, black, brown leather, one owner, low mileage, most attractive car throughout, taxed; £340.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

Austin Eight Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 8 cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

PRIVATELY owned Austin 8.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

1940 Austin 10; £265; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

195 gns.—Austin 10 1938 Cambridge de luxe saloon, sliding head, leather, one owner, good condition; terms, exchanges.—Rowland Smith, below.

115 gns.—Austin 10 1933 saloon, black, blue leather, excellent condition, choice of 4 Austin 10s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 Austin 10 Cambridge saloon, black, recon. engine, mechanically and body good throughout, guaranteed; £225.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1938 Austin 10, a clean, reliable car; carefully driven and regularly serviced; any trial; only wants seeing; £200.—Hockett, 8, St. Peter's St., Canterbury. Tel. 2661. [1977

AUSTIN TEN

£375!!!—1947-8 Austin 10 de luxe saloon, spotless bodywork, small mileage motor car, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£159.—1937 Austin 10 saloon, good condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1946 (December) Austin 10 saloon, reconditioned engine, original condition, guaranteed; £315, exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704-5968. [C3034

1940 Austin 10 saloon, recent new engine, new battery and good tyres but body and brakes need attention; price only £100.—Apply E. & S., 11, Waterloo Place, S.W.1. (Whitehall 8355.) [1820

1946 Austin 10 saloon, one owner, since new, bodywork and interior immaculate, mechanically faultless; £345; terms, part exchange.—Tate & Hitchens, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Speedwell 9873. [1556

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 10 cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

1939 Austin 10 Cambridge saloon wanted.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

GOOD Austin 10 wanted for cash.—Walter Scott, Ltd., 39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [W4006

AUSTIN A40

CAR MART, Ltd.,

LONDON distributors.

1953 Austin A40 Somerset saloon, heater; £635.

1954 Austin A40 Somerset saloon, sliding head, heater; £710.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

NEWNHAMS, Ltd.

1954 Austin A40, sun roof, heater, 8,000 miles, one owner; £650.

1952 Austin A40 Somerset saloon, grey, excellent condition; £565.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

NEWNHAMS, Ltd.

1952 Austin A40 Somerset saloon, grey, excellent condition; £565.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

B. J. HUNTER, Ltd., offer:—

1952 (October) Austin A40 sports, low mileage, spare unused; £575.

1951 Austin A40 saloon, maintained regardless; £475.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [2042

AUTOMOBILIA, Ltd., offer:—

1952 (Sept.) Austin A40 sports foursome convertible coupe beige, red leather, wing mirrors, reversing light, heater, 2 spare wheels, low mileage, one owner, excellent condition; £545.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304.

H. A. SAUNDERS, Ltd., offer:—

1953 Austin A40 Somerset sun saloon, grey, beige upholstery, heater, recorded mileage, 8,340; £645.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

R. C. WIMBUSH, Ltd. offers:—

1953 (August) Austin A40 Somerset, grey, heater, sun roof, 11,000 miles, outstanding condition; £625.—312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

OVERSEAS CARS, Ltd., offer:—

1952 Austin A40 saloon, beige/leather, and heater, excellent condition, £575.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

H. BEART & Co., Ltd., offer:—

1949 Austin A40 Devon saloon, very low mileage and practically indistinguishable from new, full details on request; £475.—102, London Rd., Kingston-on-Thames, Kingston 3348. [C1081

BROOKLANDS.—Austin stocking agents.

1954 Austin A40 saloon, sun roof, heater, leather, 3,000 miles.

BUY or sell with confidence; cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

C.M.I. CAR SALES (Pri 6623) offer:—

1954 Austin Somerset saloon, blue hide upholstery, sliding roof, heater, 8,000 miles, taxed year; £640.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

GUY SALMON AUTOMOBILES offer:—

1953 Austin A40 coupe, green/green upholstery, immaculate; £645.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

MEBES & MEBES, Ltd. (est. 1893) offer:—

1952 (Feb.) Austin A40 Devon four-door saloon, mist green, beige upholstery, H.M.V. radio, heater, loose seat covers, coachwork, mechanical condition and tyres excellent, moderate mileage, practically a new car; £545.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Austin A40, excellent condition throughout, one owner, taxed; £485.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

AUSTIN A40

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin, the new Cambridge A40 and A50 and all show models, limited number of orders now acceptable from proven essential users; application forms, brochures, easy terms upon request.

1949 A40 Devon saloon, black/red leather, well maintained, highly recommended; £370.

1953 (July) Austin Somerset coupe, one owner, mileage 11,000, black/fawn hide, immaculate, highly recommended; £590.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

AUSTIN A40 Somerset saloon (1953), black; £595.

STRATSTONE, 40, Berkeley St., W.1. Mayfair 4404. [C4022

ACRES offer 1953 Austin A40 Somerset, grey, heater, choice of 2; £625.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

1953 A40 4-door saloon de luxe; £635.—Dunham & Haines, Luton 2100/1. [C1079

1951 A40 saloon, heater, taxed, excellent condition; £495.—Below.

1953 model Somerset sun saloon, heater, 8,000 only, as new; £625.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [1901

1952 A40 sports, specimen car like brand new; £535.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

1950 Austin A40 saloon, one owner, guaranteed; £425.—Below.

1953 Austin A40 Somerset, convertible, black, radio, heater, immaculate, guaranteed; £585; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704/5968. [C3034

1949 A40 saloon, 4-door; £415.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. [1903

1954 Austin A40 saloon, 3,000 miles; £685.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

AUSTIN A40 Devon, January 1952, black, heater, excellent condition; £525.—Wilson, 34, The Grove, Gravesend. [1970

1952 A40 Somerset, heater; £565.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. [1905

1951 Devon saloon, sliding roof, bottle green, brown hide, radio, heater, one owner, superb condition; £540.—Robbins, East Putney. Tel. 7881.

1949 A40 Devon grey saloon, blue leather, well maintained, 48,000 miles, one owner; £400.—Brinkley, Crickets Hill, Weybridge. [1493

1954 Austin A40 Somerset saloon, one owner, 7,000 miles, £645.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

A40 Dorset saloon, sun roof, heater, fast and economical, £395.—Gerald Leventon, Ltd., 181, High St., Rickmansworth 3326/5151. [1606

£499!!!—1951 Austin A40 de luxe saloon, fitted heater, specimen condition, choice 2; also A40 Countryman, 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 series Austin A40 saloon de luxe, black and brown leather, heater, sliding roof, new loose covers, 21,000 miles by one most meticulous owner, taxed; £610.

AUSTIN A40 1949 (Oct.) 4-door saloon, grey and fawn, radio, heater, sun roof, good tyres, 32,000 miles; £445.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1949 Austin A40 saloon, beige with fawn interior, reconditioned engine; £399.—Keiths Motor Co., Ltd., 141, Green Lanes, Palmers Green, N.13. Bowes Park 5100 [C2090

1952 Austin A40 Somerset, 19,000 miles, in excellent condition colour green; £560.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

A40 '51, 27,000 miles, one owner, fitted sunshine roof, radio and heater; genuine bargain, £495.—Blue Star, 564, Kensington High St., W.14.

1953 model Somerset, in immaculate condition; £595; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1953 (August) Austin A40 Somerset coupe, sky blue, 11,000 miles, one owner, heater, practically as new; £635; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127.

JACK ROSE, Ltd., offer: 1951 (June) A40 sports 4-seater, one owner, almost unmarked; open to any examination; £485.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1951 Austin A40 Devon saloon, grey with blue leather upholstery, fitted heater; £495.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1949 A40 Devon, one owner, excellently maintained, heater, sunroof, muff, Notek, reconditioned engine, brakes, taxed; seen London/Suffolk; £425.—Box 8939. [1850

1950 A40 saloon, grey, blue leather, heater, perfect condition; £485; exchanges, h.p. terms.—Mitchell Erskin, Ltd., 105, Queensway, Bayswater, W.2. Bay. 5929. [C2081

1948 (Nov.) Austin A40 2-door sun saloon, heater, very low mileage, outstanding condition; guaranteed; £425.—C. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4055

1953 Austin A40 Somerset, fawn, htr., one owner; 6 months' guarantee; £598.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1954 Austin A40 Somerset saloon, green, heater, leather, etc., 5,000 miles; £660.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1950 Austin A40 black saloon, radio, heater, all in perfect order, for sale privately by original owner; viewed Leicester.—Apply Ross-Wilson, Gaddesby 266. [1672

1954 Austin A40 saloon, 5,000 miles; £650.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1954 (February) Austin A40 convertible, grey, 11,000 miles, heater, radio, superb condition throughout, £650; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

XXX 1954 (March) Austin A40 saloon, fawn with red leather and sliding roof, an immaculate one-owner car, very low mileage, written guarantee; £665, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012.

Austin A40 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. [0957/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A40 cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

ALMOST new A40 required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

PRIVATE user requires A40 d.h. coupe Somerset; state particulars, price.—Box 8835. [1840

AUSTIN A40 buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

25 Austin A40 saloons wanted; why accept less for your A40 saloon or Countryman when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [W2008

AUSTIN A50

1954 (Nov.) Austin Cambridge A50 de luxe, works mileage; £800.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

1954 Cambridge A50, registered 1/11/54, unused, works mileage; seen London.—Tel. Bury St. Edmunds 170. [1735

1955 model A50 Cambridge, 135 miles only.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1955 model Austin A50 Cambridge de luxe saloon, registered but unused; part exchange enquiries welcomed.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

AUSTIN TWELVE

1947 Austin 12 saloon, very nice vehicle; £360.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1949 Austin 16 sunshine saloon, one owner, blue/blue hide, heater, screen washers, specimen car, highly recommended; £380.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1948 Austin 16 saloon, black, excellent condition; £395.—Hale Motors, Ltd., Tot. 7771-4.

1949 Austin 16, magnificent car, careful owner, approximately 25 mpg; £395.—Beckenham 6977. [1717

1946 Austin 16 saloon, fine car; £330.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 2039 and 5306. [C4074

1948 Austin 16, excellent condition; £395.—Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. [3068

1949 Austin 16 saloon, magnificent, guaranteed; £350; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1948 Austin 16 saloon, good condition throughout; £375.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1948 Austin 16 de luxe sun saloon, heater, outstanding condition, guaranteed; £425.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, King. 8104.

1947 Austin 16 saloon, engine just reconditioned, full guarantee; £325!!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday. [C1011

1946 (November) Austin 16, immaculate cellulose and interior, excellent mechanically; £325; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

LIMOUSINE Hirecars, low mileage, 1951/52/53, forward occasionals, brown leather, nominal mileages, desirable condition, black, excellent selection, certified mechanically, from £670.

1953 Hirecar Limousine (mileage only Eleven hundred), partition, forward occasionals, leather throughout, black, spotless. Alpe & Saunders Ltd. Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 16 cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

AUSTIN hirecar limousine required; must be privately owned and good condition.—Full particulars to Box 8791. [1710

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HIRECAR 1949/51/53 LIMOUSINES urgently required cash waiting. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN A70 & A90

CAR MART, Ltd.,

LONDON distributors.

1954 Austin A70 Hereford saloon, sliding head, heater; £750.

1953 Austin A70 Hereford saloon, radio, heater; £695.—Car Mart, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. [C1039

NEWNHAMS, Ltd

1953 Austin A70 saloon, black, sun roof, heater, 11,000 miles, one owner; £685.

NEWNHAM House, 275-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

AUSTIN A70 & A90

AUTOMOBILIA, Ltd., offer:—

1949 (July) Austin A70 4-door de luxe sunshine saloon, black, brown, heater, foglamp, excellent condition; £465.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

C.M.I. CAR SALES (Pri. 6623) offer:—

1952 Austin A70 Hereford saloon, nominal mileage, good condition; £585.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

GUY SALMON AUTOMOBILES offer:—

1952 Austin A90 Atlantic saloon, 26,000 miles, one owner, faultless condition; £665.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin A70 Hereford sunshine saloon, black/brown hide, 9,000 miles, many extras, unrepeatable one owner specimen, highly recommended; £675.

1952 (Aug.) A70 saloon, one owner, grey/blue hide, heater, immaculate, well maintained; £560.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

H. A SAUNDERS, Ltd., Golders Green, offer:—

1950 (March) Austin A90 Atlantic electric convertible, heater, radio, one owner, unblemished, highly recommended; £425.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1951 A90 saloon, in perfect condition; £525.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

HEARSES!!! £1,150. A selection from this price; attention address.—Below.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. 'Phone Richmond 1161. [1762

£595.—Austin A90 1950 Atlantic convertible in really excellent condition throughout; many others

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube); exchanges, h.p. [C1017

1954 Austin A70 black saloon, leather, registered May, immaculate; £765.—Osborne, The Coppins, Heath End, Farnham. Tel. Hook 152. [1498

1951 (August) A70 Hereford, 10,000 miles only, one owner, radio, heater, excellent condition; £550.—Dobsons, Ltd., Staines 801. [C1074

1952 (Oct.) Austin A70, one owner, green, heater, 18,000 miles, excellent.—Tickford, Ltd., Temple Bar 3338. [C4024

1950 Austin A70, sunshine roof, grey, hide upholstery, heater, 8-valve wireless, 4 new tyres, immaculate; £500.—Box 8770. [1683

1951 Austin A90 saloon, heater, radio, perfect condition, genuine 24,000 miles; £570.—South Godstone 2125. [1674

A70 1952, heater, radio, etc., immaculate; £585.—Gerald Leventon, Ltd., 181, High St., Rickmansworth 3326/5151. [1605

1950 A70 saloon, radio and heater; £495.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171.

AUSTIN A90 convertible (Jan., '51), radio, heater, 35,000 miles, black; £520.—Barker, 233, Weston Rd., Meir, Stoke-on-Trent. Tel. Longton 33827.

1950 model Austin A70 Hampshire saloon, brown, fitted heater; £465.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066.

1953 Austin A70 sun saloon, heater, leather, loose covers, as new, guaranteed; £675.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, King. 8104.

1951 (May) A90 electric convertible, dual green, radio, heater; £550.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth, Elmbridge 2254-5. [C4081

JACK ROSE, Ltd., offer: 1950 Series A70 Hampshire saloon, good appearance inside and out, excellent mechanically; £395.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1952 A90 Atlantic hard-top saloon, beautiful condition throughout, bargain; £575!!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday. [C1011

1952 Austin A70 saloon, 16,000 miles, brown with brown upholstery, fitted heater; £595.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

JUNE, 1951, A90 Austin saloon for sale, 34,000 miles, complete with heater, radio, screen washers, spotlamp and Tygan loose covers, private sale; £525, or near offer.—Stepney Green 4847. [1708

1954 (May) Austin A70 de luxe model, Balmoral blue, sliding head, heater, radio, loose covers, etc.; mileage 1,400; £780.—Randall's, Wingham, Kent. Wingham 227. [1361

PRIDE & CLARKE, Ltd.—1950 Austin A70 saloons, green/beige, black/beige, low mileage, heater; choice 2 from £419; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251.

KENTISH & THOMSON, Ltd.—1951 (Aug.) Austin A90 Alantic saloon, black with red leather, 36,000 miles, replacement engine recently fitted, one private owner since new; £550.—564, Wickham Rd., Croydon, Springpark 3477. [C2047

1952 model Austin Hereford, beige with brown leather, loose covers, heater, Ace Rimbellishers, recent new tyres, 24,000 miles, one owner, superb condition throughout, taxed; £515.—Vantyke 4958 (London) 10 a.m.-6 p.m. [1931

£555!!!—Magnifice.t A90 drop head coupe, full electric model with radio and heater, the speedometer reads 12,000 but despite this the vehicle literally looks brand new, bodywork spotless, chrome work as new, undoubtedly the finest we have had; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Austin A70 and A90 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Oxbridge Rd., Ealing, W.5. Ealing 6600. [0353/R

ALMOST new A70 required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

Austin A70 and A90 Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A70 and A90 cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

A70 1950/51, fullest details.—Sq. Ldr. Harrison, R.A.F., Middle Wallop, Stockbridge, Hants. [1776

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHTEEN

DICKS.

1937 Austin 18 7-passenger saloon, carefully used; £195.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

7-PASSENGER, 1938, black Windsor Saloon, also Gordon Coachwork, leather throughout, certified mechanically, excellent order, from £325. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1938/39 private 7-seater Limousines, also Windsor Saloons, urgently required, cash waiting. Alpe & Saunders Ltd. Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN A125 & A135

CAR MART, Ltd.,

LONDON distributors

1952 Austin A125 Sheerline saloon, sliding head, radio, heater; £795.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

CAR MART, Ltd.,

LONDON distributors.

1951 Austin A135 Princess touring limousine, sliding head, radio, heater; £950.—Car Mart, Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1039

GUY SALMON AUTOMOBILES offer:—

1951 Austin Sheerline, black, one very careful owner; 28,000 miles only, a really excellent car; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

CHARLES FOLLETT, Ltd., offer:—

1952 Austin Sheerline saloon, metallic blue, one owner, radio, heater, guaranteed; £775.

SHOWROOMS.—18 Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

HEARSES!!! £1,150. A selection from this price; attention address.—Below.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. 'Phone Richmond 1161. [9686

1949 Austin Sheerline, black, radio and heater, one previous owner; terms and exchanges; £495.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [1935

1949 Sheerline, black, radio, heater, one owner, beautiful car; £495.—Beckenham 6977.

1951 Sheerline, black with beige, fog lamps, radio, heater, one owner; £650.—Mayfair 5242.

1949 (July) Sheerline, black, full equipment; £595; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime.

£625.—1950 Austin Sheerline saloon, dark metallic green with beige hide, 28,000 miles, in beautiful all-round condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1949 A125 Sheerline saloon; £565.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. [1906

1954 (new) Austin Sheerline, original list price £1,850; offered at £1,495.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970.

1950 Austin Princess, black, low mileage, in superlative condition; £795; terms, exchanges.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4604/6452. [C3017

JACK ROSE, Ltd., offer:—1949 Sheerline saloon, clean inside and out, open to any examination; £535.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

G & M ALFREDS (1936), Ltd.—1952 Austin Sheerline saloon, radio, heater, one private owner, small mileage, numerous extras, superb order; £765.—6-7 Warren St., W.1. Euston 3268. [C1005

1949 (November) Austin Sheerline de-luxe saloon, black, believed genuine 27,000 miles, an exceptionally well maintained vehicle; £565.—Sequier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8.

1954 Austin Sheerline saloon, seat covers, radio, heater, 10,000 miles, one owner, beautiful condition; £1,255.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

1951 Austin Sheerline black saloon, low mileage, radio, heater, etc., exceptional; £650; Trade Enquiries Welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. [C3059

SHEERLINE saloon, Nov., 1951 (actual 1952 works model), grey/grey hide, one owner-driver, guaranteed 27,000, heater, radio, maintained first-class condition, A.A. examination welcomed; £660; terms, exchanges.—Birmingham, Bearwood 1197 (any time).

LIMOUSINE, 1951/52, long wheelbase, partition, forward occasionals, privately owned, excellent order, black, competitive prices.

1954 Long wheelbase Vanden Plas Princess Limousine, extra wide occasionals, partition, black, lavishly equipped, genuine mileage 7,000, new condition throughout. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941.

Austin A125 and A135 Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A125 and A135 cars for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A125 and A135 Cars Wanted

CMT HE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0352/R

CHAIN OF EALING require used Austins, Sheerline.—Perivale 4404. [W1045

REQUIRED, really good Austin Sheerline or Princess A.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

7-SEATER 1951/2/3 Sheerline partitioned Limousine required, cash waiting. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street. Mayfair-2941.

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

MARSTON MOTOR Co., for your Austin.—Tel. Sta. 2000, Seven Sisters Rd., Tottenham, N.15 [0598/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 235. [0541/R

XXX H. F. Edwards offer immediate cash for good Austins.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

ARCHIE SIMONS & Co. Ltd.—1953 Austin Princess saloon, colour black, brown leather upholstery, low mileage, immaculate throughout; £1,325.—94, Gt. Portland St., W.1. Lan 1343. [C4013

Austin Spares and Service

AFOR Austin, Wimbledon for everything Austin, spares pre-war and post-war; exchange units from stock; Saturdays till 6 p.m.; night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123 [0414/R

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0223

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600), and 382, Streatham High Rd., S.W.16 (Streatham 0054). [0160/R

C. G. NORMAN & Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

AUSTIN, the main agents for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0916/R

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [0500/R

HAMPTON COURT.—Austin agents and specialists for sales and service.

G. W. WILKIN, Ltd., Lion Gate, Hampton Court. Mol. 6109. [S4053/1

KINGSTON-ON-THAMES. — Austin agents and specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kingston 2241. [S4053

GEAR boxes, dampers, gears, repairs! Cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [S4100

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2820 [0729/R

FAIRLEY'S (Reg. Phillips) are first choice for all Aust spares. '32-49 by return post.—John St., Sheffield, 22876 [0216/R

AUSTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0498/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274/5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

AUSTIN-HEALEY

CAR MART, Ltd.

1954 Austin-Healey 100, heater; £875.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

L. F. WARD, Ltd.

1953 Austin-Healey, 5,000 miles, as new; £875.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4043

H. W. MOTORS, Ltd., offer:—

1954 (July) Austin-Healey sports, one owner, indistinguishable from new; £925.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

BROOKLANDS.—Austin-Healey stocking agents.

1954 Austin-Healey 100 2-seater, modified engine.

BUY or sell with confidence; cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1954 Series Austin-Healey, overdrive, genuine 6,000 miles, £75 of extras, as new; £875; terms arranged, consider exchange.—Buckhurst 1773.

BARTLETT.—Austin-Healey 1954 125 mph special drop head by Tickford, full Le Mans specification, many extras, 3,000 miles; your enquiries for the new Austin Healey are most welcome, and we are particularly interested in quoting you for your second-hand sports car.—27, Pembridge Villas, W.11. Bay. 0523.

Austin-Healey Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN-HEALEY cars for cash.—Austin House, 140/143, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

Austin-Healey Spares and Service

FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd., Le Mans tuning kits and high-compression pistons available.—Address: Donald Healey Motor Co., Ltd., Warwick. [9992

AUTOVIA

£295!!! 1939 Autovia 24hp de luxe saloon, magnificent specimen maintained beautifully, with performance and looks of a £1,000 motor car; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

BENTLEY (3½, 4¼-litre and New 4½-litre)

JB

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.) [C1082

JACK

OLDING & Co. (MOTORS), Ltd., official Bentley and Rolls-Royce retailers, offer from their selection of used Bentley cars:—

1954 4½-litre standard saloon, velvet green/grey hide, automatic gear box, 9,700 miles, one owner; £4,250.

1953 4½-litre standard saloon, velvet green/grey leather, automatic gear box, 8,000 miles, one owner; £4,150.

1953 4½-litre standard saloon, Tudor grey with grey leather, large boot, 42,600 miles, one owner; £3,150.

1950 4¼-litre standard saloon, grey/grey leather, 42,000 miles, one owner; £2,350.

1950 4¼-litre standard saloon, black/brown hide, 47,500 miles, one owner; £2,000.

1948 4¼-litre standard steel saloon, black/brown leather, 51,500 miles; £1,550.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

RIPPON

RIPPON

RIPPON BROS., Ltd.

THE Northern Bentley and Rolls-Royce specialists always have a good selection of used Bentley and Rolls-Royce cars in stock.

WRITE, call or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); also at:

LEEDS, Bradford, Sheffield [0906/R

H. C. PAUL, Ltd.

1952 Bentley standard steel saloon, finished velvet green, 30,000 miles, indistinguishable new; £2,775.

1951 Bentley standard steel saloon, 46,000 miles, exceptional condition; £2,250.

1948 Bentley Freestone & Webb 4-door saloon, black, mileage 64,000, exceptional condition for year; £1,925.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040

H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1954 Continental 2-door sports saloon, black with brown hide; £3,950.

1954 Standard steel saloon with fully automatic gear box, velvet green and silver with green hide; £4,500.

1954 Standard steel saloon, with fully automatic gear box, black with beige hide; £4,350.

1954 Standard steel saloon with fully automatic gear box, black and maroon with red hide; £4,350.

1953 Standard steel saloon, with fully automatic gear box, duo-green with grey hide; £3,950.

1952 Hooper 4-door sports saloon with curved windscreen, black with beige hide to the front and beige cloth to the rear, electrically operated windows; £4,850.

1952 Hooper 4-door sports saloon with curved windscreen, black and silver with grey hide; £4,400.

1950 Standard steel saloon, black and pale primrose with beige hide; £2,450.

1950 Standard steel saloon, finished in black with beige hide; £2,350.

1949 Freestone & Webb sports saloon, grey with grey hide; £2,750.

1949 Countryman utility by Harold Radford, grey and natural wood exterior with grey hide; £2,450.

1948 Standard steel saloon, two-tone grey with blue hide; £1,795.

1948 Standard steel saloon, two-tone grey with grey hide, 39,000 miles, immaculate; £1,775.

1947 Standard steel saloon, black with brown hide; £1,695.

1934 Park Ward sports saloon with sliding roof, black with blue hide; £550.

WE are interested in the purchase of Bentley cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

PB Ltd., offer:—

1947 standard steel saloon, grey, grey leather, reconditioned engine fitted recently.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. [C3033

1948 (Sept.) Bentley Mark VI saloon; £1,775.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965 [C1010

BENTLEY (3½, 4¼-litre and New 4½-litre)

RUSSELL MOTORS offer:—

1949 Mark VI Bentley standard steel saloon, 64,000 miles only, one owner, dual grey and blue leather.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 3288. [C3060

EVANS & O'MALLEY offer:—

1936 Bentley 4¼-litre saloon by H. J. Mulliner, finished in grey and black, fitted 2 spare wheels, sun roof and heater, in exceptional condition throughout; £695.—Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353-1709 [9469

MANN EGERTON & Co., Ltd.

1951 Bentley steel saloon, midnight blue, beige leather, 26,000 miles; £2,550.

1950 Bentley sports saloon by H. J. Mulliner, two-tone grey, dark green leather upholstery, 44,000 miles; £2,650.

MANN EGERTON & Co., Ltd.,

14, Berkeley St., W.1. Hyde Park 2073. [C2006

SANDERSON & HOLMES, Ltd.,

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

1954 Bentley standard steel saloon, shell grey, automatic gear box, mileage 500 only, absolutely as new; £4,400.

LONDON Rd., Derby. Tel. 47471-6 [C4073

MAIDSTONE ENGINEERING Co.

1934 (September) Bentley 3½-litre sportsman's Park Ward 4-door saloon; this car was completely overhauled by Bentley Motors in 1949 at a cost of £750, the bodywork was also modernized by Rolls-Royce to 1939 standards, the colour is black and the interior, which is in really immaculate condition, is upholstered in fawn first-class quality leather with the original carpets to match, the bodywork is aluminium and, of course, cannot rust, fitted all excellent tyres and new battery, a truly remarkable example; £525; we have numerous 1934 to 1948 examples all in similar condition to above; please send us your enquiries; terms, exchanges, etc.

CROSS St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000

MASCOT MOTORS, Ltd., offer:—

1935 3½-litre Hooper drop head foursome coupe; £595.

1934 3½-litre Park Ward sports saloon; £495.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

SWANMORE GARAGE, Ltd., offer:—

1950 Bentley Mark VI by Hooper, complete Bentley engine overhaul; £2,495.

1950 Bentley Mark VI steel, dual black and silver, Bentley engine overhaul; £2,185.

1948 Bentley Mark VI drop head 4-5-seater by Park Ward; £2,385.

1948 Bentley Mark VI saloon by Hooper, exceptionally well maintained; £2,295.

EXCHANGES a pleasure; 'phone Southbourne 43344-43345; distance quite immaterial.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Boscombe East, Bournemouth. [C4024

CREST OF BOURNEMOUTH offer:—

1948 Bentley Mk. VI 4-door saloon by Freestone & Webb, one titled owner, superb condition; £2,350.

1948 Bentley Mk. VI standard saloons; choice of 3 from £1,650.

1939 Bentley 4¼ overdrive drop head coupe by Vanden Plas, black and beige, new hood, excellent history; £1,175.

CREST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth 7160 [C1099

GUY SALMON AUTOMOBILES offer:—

1949 Bentley Mark VI H. J. Mulliner 4-door sports saloon, 27,000 miles only, cost new nearly £7,000, in superb condition, now offered at £2,600.

1948 Bentley Mark VI standard steel saloon, 48,000 miles only, immaculate; £1,775.

1939 Bentley 4¼-litre, overdrive, Park Ward all-steel sports saloon, 75,000 miles only, excellent history must be seen and tried to be appreciated, superb condition and appearance; £1,050.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

KNIGHTSBRIDGE MOTORS Ltd., offer:—

1953 (October delivery) Bentley R type 4½-litre standard steel saloon, finished in velvet green with fawn hide interior, 13,000 miles only, one owner; £3,675.

1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086 [C2063

WOKING MOTORS (MAYBURY HILL), Ltd.

1950 standard steel Bentley saloon, 29,000 miles, superb condition; £2,100.—Woking 4277-8.

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1935 Bentley 3½-litre sports saloon; £500.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1953 (Oct.) Bentley 4½ sal. with automatic gear box Tudor grey, low mileage, carefully maintained; £4,150.

1953 (Jan.) Bentley Mk. VI R-type, large boot, one owner, 29,000 miles, black, red leather; £3,475.

1951 Bentley Mk. VI standard sal., black, one owner really exceptional condition; £2,475.

1949 Bentley Mk. VI drop head coupe by Park Ward, black, most attractive car, good history and superb order throughout; £2,275.

PART exchange and hire purchase arranged.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936 [C2010

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

1936 Bentley 4¼ sports saloon, exceptional condition, with radio and heater, taxed; £675.—Below.

1924 Bentley 3-litre 4-seater, engine fitted with twin S.U. carburettors, whole car in excellent mechanical order; £140.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C2019

1937 Bentley 4¼-litre sports saloon, maroon, immaculate, recently overhauled; £500.—Macaulay (London) 7211. [1736

1937 Bentley 4½ Park Ward saloon, guaranteed; £525; payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6651. [C3029

£245—1932 Bentley 4-litre Gurney Nutting sports saloon, outstanding condition; £100 down.—Below.

1936 Rolls-Bentley 4¼-litre drop head foursome coupe, bills available for complete engine overhaul, practically unused since; the biggest bargain ever offered; £450 or £150 down.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490.

1935 Bentley 3½-litre Park Ward saloon, bills for £400 spent recently on this car available, most attractive colour; £665.—Below.

1935 (January) Bentley 3½-litre, Thrupp & Maberley, most attractive-looking car, exceptional condition; £545.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1950 (July) Bentley Mark VI all steel saloon, 36,000 miles only, black/brown upholstery; £1,995.—Coventry & Jeffs, Ltd., Bristol 20091. [1755

1947 (Oct.) Bentley Mk. VI duo green, in lovely condition throughout, new tyres, taxed, radio; £1,525; terms and exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [1703

XIX 34 3¼-litre Mulliner sportsman's saloon, excellent history; £435, £90 deposit!—Searle, 45, Park Rd., Hampton Hill, Middx. Molesey 4614.

1951 Bentley 4¼ Standard steel saloon, sage green, beige leather, radio, heater, one owner, Bentley history; £2,490.—Odeon Motors, Ltd., Barnet. Bar. 1144. [C3028

1951 Bentley standard saloon, green, one owner, just returned from Bentley overhaul, H.M.V. radio, as new; £3,000.—Tickford, Ltd. Temple Bar 3338. [C4029

1946 Bentley H. J. Mulliner saloon, radio, heater, beautiful condition; £1,450.—Gordon Cars (London), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

BENTLEY standard saloon, May 1949, forest green with beige leather, loose covers, link mats, Lifeguard tubes, bonnet locks, window washers; offers for quick sale.—Edinburgh 66203. [1656

1948 Bentley Mark VI 4-door estate car, all-metal body, grey with blue leather, 65,000 miles; £1,465.—Clayton's Cars (London), Ltd. 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1057

£750—4¼-litre sports saloon, over £500 spent with makers, full service history, photo, exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

1952 Bentley Mark VI P.S.C. saloon, 29,000 miles, in really magnificent condition; £2,775.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4056

1947 Bentley Mark VI, special body by Vanden Plas, 70,000 miles, finished in black and grey, absolutely immaculate; £1,545.—Clayton's Cars (London), Ltd., 17, Bruton Place London, W.1. Tel. Mayfair 4576. [C1050/1

1951 Bentley Mk. VI standard saloon, finished dark grey with maroon upholstery, 44,000 miles, well maintained and in excellent condition, privately owned; £2,250.—Apply Castle's, Church Gate, Leicester 65251. [1752

1937 Bentley 4¼-litre drop head coupe by Park Ward, in outstanding condition, a most excellent car with many extras; £695.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

1949 Bentley Mark VI James Young 4-door semi-razor-edge saloon, black with grey leather, radio, heater, tailored loose covers, an exceptionally beautiful well-maintained car, impossible to fault; exchange considered.—20, Leamington Rd., Coventry. Tel. Cov. 68223. [1825

1950 (July) Bentley Mark VI standard steel saloon, an outstanding and immaculate one-owner car, black and chromium with fawn leather, heater, radio, sliding roof, service history available; must be seen to be appreciated; £2,150; terms, exchanges.—H. P. Edwards, 200, Gt. Portland St., London, W.1. Tel. Langham 0012. [C2005

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

Bentley Cars Wanted

C M

THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. [0958/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JACK

OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. [C3030

H. A. SAUNDERS, Ltd., Golders Green, require:—

BENTLEY cars, all models, for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

BENTLEY buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

1949/50 Mark VI low mileage standard steel saloon.—The Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [W1012

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R

XXX H. P. Edwards offer immediate cash for good Bentleys.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 5400. [W2001

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange any pre-war or post-war Bentley.—71, Broad St., Midland 2437. [0257/R

Bentley Cars Wanted

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

TAYLOR & CRAWLEY will buy low-mileage, pre-war and Mark VI Bentleys at attractive cash prices.—42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

Bentley Spares and Service

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SERVICE unequalled.

O

FFICIAL repairers Bentley cars.

S

ERVICING or overhauls.

C

OACHWORK renovations and accident repairs.

S

PARES all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1062/R

JACK

OLDING & Co. (MOTORS), Ltd., official Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St. Mayfair 5242. [C3030

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

S

PARE parts.

S

ERVICE: Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

BOND MINICAR

BOND Minicar 1952 197cc. mileage 9,000, self-starter, extras; £145.—Post Office, Oddington, Glos.

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARK, Ltd., Bond Minicar buyers, h.p. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [W3068/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0827/R

BRISTOL

L. F. WARD, Ltd.

1954 Bristol 403, 7,000 miles; 1950, 401; these cars have been through our workshops and are 100%.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4043

B. J. HUNTER, Ltd., offer:—

1949 Bristol 400 saloon, immaculate condition; opportunity to acquire a quality car at attractive price of £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

AUTOMOBILIA, Ltd., offer:—

1948 (July) Bristol type 400 sports saloon, blue, beige leather, radio, heater, demister, excellent condition; cost £2,600; sacrifice, £875.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304.

1953 (Oct.) Bristol 403 saloon, radio, loose covers, low mileage; £2,200.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [1927

ANTHONY CROOK offers large selection new and used Bristols, all models in stock.

1954 404, 2,800 miles, as new, not used in competitions.

1954 403, 3,200 miles, fitted high compression engine, as 1955 model, also 3 1953 403 models.

1953 401, fitted numerous 403 modifications, also 1952 and 1951 401 models.

1950 402, fitted 120bhp engine, superb drop head coupe, maintained by us since new.

1949 400, numerous modifications, and 1948 model.

ALL spares, reconditioned engines ready for immediate fitting by specially trained Bristol mechanics; when buying a specialist's car, it's best to consult the original specialists.

ANTHONY CROOK MOTORS, Sales and Service, Caterham Hill, Surrey. Tel. 2232/3.

ANTHONY CROOK MOTORS, Sales Only, 14/16, High St., Esher. Tel. 4580. [C1063

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

1948 Bristol 400 saloon, reconditioned engine 6 months ago, radio, heater, seat covers, 2-tone grey and black, outstanding for £895.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950.

1950 Bristol 401 saloon, leather grey, two owners, moderate mileage; bargain, £1,165.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

1949 and 1948 Bristol type 400 saloons; price and full details on application.—A.F.N., Ltd., 400, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

403 Bristol, black and brown leather interior, heater and radio, remote gears, 3,065 miles, not run in; £2,150.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Biddulph 3174. [1640

1948 Bristol 400 saloon, fitted heater, radio, good condition, 41,000 miles; £775.—Ashall, 211, Tarbock Rd., Huyton, near Liverpool. Tel. Huyton 3732.

1950 Bristol 401 saloon, in opalescent red, chromium-plated wheels, radio, heater, screen spray, fitted road speed covers, Lifeguard tubes, beautiful car; £1,295; consider part exchange.—14, Offington Gdns., Worthing. Swandean 849. [C4027

BRISTOL

1949 (Nov.) Bristol 401, grey, fitted radio and loose covers, specimen condition, mechanically perfect; £1,300.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1952 Bristol 401 sports saloon, most carefully maintained, seat covers, excellent condition; £1,595.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

BRISTOL 403 saloon, 1954, 6,000 miles from new, one careful owner, smart Bristol red with beige upholstery, immaculate vehicle for disposal at special figure of £2,400; also brand new unregistered Bristol 403 saloon in black with red hide.

CHARLES CRUICKSHANK MOTORS, The Bristol Centre of Bristol. Tel. 25280. [1952

BRISTOL.—If you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors; demonstration 403 available any time; distance no object; part exchanges and confidential terms with pleasure; catalogue by return post.—Charles Cruickshank Motors, The "Bristol" Centre of Bristol. Tel. 25280. [0474/R

Bristol Cars Wanted

B J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040

BARTLETT will pay more for good Bristols.—27, Pembridge Villas, W.11. Bay. 0523. [W1013

400 401 or 403 Bristol in good condition required by genuine private purchaser.—Box 8870. [1969

400 or 401 required privately.—Clark, 11, Westbourne Grove Terr., W.2. Bay. 1530. [1813

BRISTOL 400 or 401 required, good price paid.—Ross Motors, Regent St., Hinckley, Leics. Tel. 558-9. [7938

KDM & CHERRINGTON, Ltd., will buy good second-hand Bristols.—9, Albemarle St., W.1. Gros. 5551. [W2054/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BROUGH SUPERIOR

BROUGH SUPERIOR 1937 foursome d.h. coupe, 21hp, new top, leather interior, taxed; £195.—Automo, 229, West End Lane, Hampstead 3430. [1944

BUGATTI

1939 2-seater coupe, 14,000 miles; £1,500.—J. Lemon Burton, Lonsdale Rd., N.W.6. Maida Vale 1331. [0870/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

BUICK

SIMPSON'S offer:—

1953 Buick Dynaflow, duo-green, completely equipped, all extras.

1949 Buick Dynaflow, all extras very good condition.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903.

METCALF & MUNDY, Ltd.

1953 Buick 4-door saloon, V.8 engine, fitted with every conceivable extra, one owner, 12,000 miles.

METCALF & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremant'e 5471. [C3064

1950 Buick Dynaflow Riviera sedan, radio, heater; £1,150.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

CASS'S MOTOR MART.—1937 Buick Pullman limousine, black, radio, heater, genuine 41,000 miles, one private owner.—5, Warren St., W.1. Euston 4110.

1950-51 Buick 8, l.h.d., radio, heater, defroster, flashing unit, wing mirrors, spot lamps, etc.; £950.—Melbourne Bridge Garage, Ltd., Withersfield, Haverhill, Suffolk. Tel. Haverhill 241. [1983

1947 series Buick Roadmaster l.h.d. 6-seater convertible coupe in outstanding condition throughout, in pale blue, a dream to drive, a joy to behold; £750 or £250 down.

£75.—1935 Buick 30hp 4-door saloon, very clean and a bargain.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490. [C1024

1950 Buick Series 40 special 30.6hp saloon, in immaculate condition, 31,000 on speedo, several extras include special radio.—Full particulars from Vincent Greenhous (Wrexham), Ltd., Wrexham 5431.

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Buicks.—91-95, Fulham Rd., S.W.3. Kensington 4858.

WANTED r.h.d. late Buick, part exchange 1952 Zephyr.—Woodhouse, Elmlea, Ruislip Rd., Northolt. [1662

7-PASSENGER, 1938, good condition partitioned Limousine required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [W1006

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [S1041/R

CADILLAC

TAYLOR & CRAWLEY offer:

1952 (late) Cadillac 62 Golden Anniversary coupe, 190bhp engine, superb luxury car, very low mileage.

1952 Cadillac 75 limousine 7-seater, chauffeur-kept, 10,000 miles, super luxury car, enormous interior accommodation; £3,450.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881.

1951 Cadillac 4-door saloon, radio and heater, Hydramatic, one owner.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CADILLAC

SIMPSON'S offer:—

1951 Cadillac Model 62, radio, seat covers, and many other extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903.

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs. —91-95, Fulham Rd., S.W.3. Kensington 4858.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

SIMPSON'S offer:—

1953 Chevrolet, radio, heater, completely equipped with many extras.

1953 Chevrolet Bel-Air 4-door, all extras, low mileage.

1952 Chevrolet 4-door saloon, fitted with all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. Wembley 8691/3903. [C4015

METCALFE & MUNDY, Ltd.

1951 Chevrolet 4-door de luxe sedan, 23,000 miles, fitted radio, heater and tartan covers, in spotless condition throughout.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1948 Chevrolet 4-dr l.h.d. Fleetmaster saloon de luxe; £545.

1949 Chevrolet 2-dr l.h.d. Fleetline saloon, radio, heater; £695.

MANY others in stock.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London & Home Counties), 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3588. [C1027

RIGHT-HAND drive 1947 Chevrolet Fleetmaster 4-door sedan in outstanding condition; £525.

SCOTT CARS, 347 Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

ACRES offer 1951 model Chevrolet saloon, 2-door, right-hand drive, primrose, green and stainless steel, 31,000 miles, indistinguishable new; £995.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

1947 Fleetmaster, superb appearance, r.h.d., radio, leather upholstery, new tyres, taxed; £495. —Value Cars, Prospect 7520. [C4068

1947 Chevrolet Fleetmaster, 4-door, black saloon, 68,000 miles, heater; £395.—Automo, 229, West End Lane, Hampstead 3430. [1943

1954 Chevrolet Bel-Air 4-door saloon, very low mileage, all extras.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858.

CHEVROLET States 1950, twin colours, fitted £100 extras, 4-door; bargain, £695.—Quality Autos, 76, Harbourne Lane, Selly Oak, Birmingham. Sel. 1007.

£225!!!—Chevrolet 6-seater touring saloon, 1941. Master de luxe series, a roomy, powerful car, smart modern body styling, radiator like post-war series, genuine bargain.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open until 8 p.m. [C1035

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET.—Spare parts and service for cars and trucks; the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd., 301, Norwich Rd., Ipswich. Tel. Grundisburgh 300. [0801/R

CHEVROLET spares and repairs for private vehicles. distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [S1027/R

CHRYSLER

1951 Chrysler Windsor saloon, 15,000 miles, heater, radio, immaculate.—Ashall, 211, Tarbock Rd., Huyton, near Liverpool. Tel. Huyton 3732. [1629

1948 Chrysler Windsor, privately owned, radio, heater built-in demisters, fluid drive, flashing indicators, chrome rims; £650.—123, Great Colmore St., Edgbaston, Birmingham. Tel. Midland 3721.

LIMOUSINE, 1938/39hp., partitioned Imperial, forward occasionals, black, opportunity. £280.—Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd..

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai 5555/2155 [0643/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

7-SEATER, 1938/39, good condition 24/28hp. Limousines required, cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street. Mayfair 2941. [W1006

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd..

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mai. 5555-2155. [0405/R

CITROEN

COACHCRAFT offer:—

£345.—1948 (May) Citroen 15 saloon de luxe, one owner, maintained by Citroen distributors and in very superior condition throughout; 3 months mechanical guarantee, terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

CITROEN 1950, silver, red upholstery, recent overhaul, 4 new tyres, wireless, loose covers; £550, no dealers.—Apply Box 8864. [1951

CITROEN

GE

1948 (November) one owner Citroen Light 15 4-door 5-seater de luxe sliding roof saloon, nominal mileage only, just recellulosed pearl grey for first time costing over £50, upholstered finest maroon leather, accessories to tone, new drive shafts, engine completely overhauled, chassis checked throughout, tyres/battery renewed, rechromed, mechanical bills £130, fitted heater, demisters, screen-washers, reversing light, etc., a really superb motor car, written guarantee; 398gns; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

H BEART & Co., Ltd., offer:—

1953 Citroen Light 15 saloon, in maroon with red upholstery, fitted radio, property of one owner since new; £695.

1950 Citroen Light 15 saloon de luxe, finished in black, with red upholstery, in very nice condition throughout; £450.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081

£445! £115 deposit!!!—Makin & Harrison.

SUPERB Citroen Light 15 sun saloon, 1949, taxed, red leather, loose covers, spot lamp, windscreen washers, metalescent grey, showroom condition; today's price near £1,000; our price £445.—492-6, High Rd., Chiswick, W.4. [C3071

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1952 Citroen Big 6 saloon, finished maroon, beige leather, fitted radio, heater, spot lamps, windscreen washers and many extras, immaculate condition throughout; £595. [C1001

1947 Citroen Light 15 saloon, fitted new engine, wonderful runner; bargain, £395.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950.

RETAILERS of the finest used Citroen cars in England—all with 3 months' written guarantee.

1953 Citroen Light 15, 13,000 miles; £775.

1953 Citroen Light 15, radio, etc.; £755.

1952 Citroen Big 6, maroon; £655.

1949 Citroen Light 15, radio, etc.; £495.

1948 Citroen Light 15, radio, etc.; £440.

ACE SERVICE STATION (LONDON), Ltd., Stonebridge Park, North Circular Rd., London, N.W.10. Tel. Elgar 5585. [C1000

1953 (June) Citroen 6, black, red leather, 13,000 miles, one owner, unusually well kept; £950.

Also:—

1953 Citroen Big 15 saloon, black, brown leather, one owner, first-class condition throughout; £750; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

£750.—1953 (Sept.) Citroen 15 saloon, radio, etc., as new.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1948 Citroen Light 15 saloon, black and ivory, engine overhauled; £425.—Reg Timms (Motors), Ltd., 20-30, High Town Rd., Luton. Luton 6749. [1957

1939-40 Citroen Big 15 8-seater, left-hand drive, exceptionally good performance, new parts, good condition; £200 or near offer.—March, Byways, Budleigh Salterton, Devon. [1847

£333!!! Citroen Roadster coupe, this vehicle having post-war looks and performance represents outstanding value at this price; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

CITROEN distributors for sales, service and spares demonstrations can be arranged for all models.—Ring Speedwell 9761.—Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. [0011/R

1952 (June) Citroen Light 15, one owner, sun roof, splendid condition; offers.—S. H. Partridge & Co., Ltd., Motor Agents and Engineers, Brixham. Tel. 2351. [1657

XIX35 F.W.D. Family Fifteen, one owner and 50,000 miles since new; £150; £30 deposit.—Searle, 45, Park Rd., Hampton Hill, Middx. Molesey 4614. [C4069

PASCALL'S OF GUILDFORD.—Distributors of Citroen cars for over 20 years, full range of spares; demonstrations arranged on all models.—Merrow Service Station, Epsom Rd., Guildford. Tel. 61314 and 2274. [1364

375 gns.—Citroen Light 15 1948 sports saloon, sliding head, leather, excellent condition; terms, exchanges, list; open 9-7 wek-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Citroen Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines) [W1000/R

REQUIRED, really good Citroen.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118.

CITROEN.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange. —173, Westbourne Grove, W.11. Bay. 4274. [W4035

Citroen Spares and Service

SOUTH of the Thames

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive, trains, 48-hr. service. [9334

Citroen Spares and Service

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms: 242-4, Brompton Rd., S.W.3. Ken. 9464.

SPARES and Service: 137/143, High Rd., Chiswick, W.4 (Chis. 6159) and 47, Montrose Place, Halkin St., S.W.1 (Sloane 5490). [0727/R

WOODFORD CAR MART, Essex distributors for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hrs; all spares stocked. [0585/R

DAIMLER

COACHCRAFT offer:—

£750 o.n.o.—1951 Consort saloon de luxe, low mileage, one director owner only, most carefully maintained, serviced regularly and in first-rate order throughout, black cellulose with red leather, beautifully preserved, heater, no renewals of any sort required, cost new nearly £2,000, very imposing vehicle, 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539.

DENHAMS for Daimler.

ALWAYS a selection of good used cars available.

DENHAMS GARAGE (ESHER), Ltd. Tel. 3560 Esher, Surrey. [0708/R

BROOKLANDS: Daimler stocking agents.

1954 Daimler Conquest drop head coupe, radio, 4,000 miles.

BUY or sell with confidence, cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre convertible coupe (July, 1954), 3,000 miles; £1,595.

DAIMLER 2½-litre Century saloon (March, 1954), maroon, red leather, low mileage; £1,475.

DAIMLER 2½-litre Conquest saloon (1954), black, red leather, 5,000 miles; £1,350.

DAIMLER 2½-litre Conquest saloon (July, 1953), black, brown leather, 8,000 miles; £1,175.

DAIMLER 2½-litre Consort saloon (April, 1953), black, brown leather, 9,000 miles; £1,250.

DAIMLER 2½-litre Consort saloon (June, 1951), black, green leather; £950.

DAIMLER 2½-litre saloon (March, 1948), black, brown leather; £725.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). [C4022

CHESHIRE BROTHERS, Ltd., Daimler distributors.

1954 Daimler Roadster, powder blue with blue leather, 5,000 miles; £1,495.

1954 Daimler Century, grey with red leather; £1,495.

1954 Daimler Conquest, black with red leather; £1,195.

1953 Daimler Conquest, grey with blue leather; £1,250.

1953 Daimler Conquest, black with red leather, £1,098.

1953 Daimler Conquest, maroon with red leather; £1,098.

1951 Daimler Consort, blue with blue leather; £795.

1951 Daimler Consort, grey with blue leather; £850.

ALL the above cars have been serviced by us since new and have had only one owner.

CHESHIRE BROTHERS, Ltd., Myrtle St., Liverpool, 7. Royal 6534 [1953

1951 Daimler Consort, one owner, as new; £775.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950.

DAIMLER Consort, one careful owner, in immaculate condition; £850.—Dunham & Haines, Luton 2100-1. [C1079

1950 Daimler Consort saloon (blue), proof of only 16,000 miles, owner-driven; £740.—Tel. Hawkhurst 3113. [1667

DAIMLER LQ3 limousine 7-seater, partition: £250; viewed by appointment.—12, Weymouth Mews, W.1. Tel. Langham 1991. [1876

1947 Daimler 2½-litre saloon, one owner, absolutely immaculate, cost approximately £2,000; sacrifice £475.—Beckenham 6977 [1720

1952 Daimler 2½-litre Consort sln., black with brown leather interior, radio, extras, first registered Dec., one owner; £950.

PARKERS, Ltd., Deansgate, Manchester. Deans. 4507. [C3082

1952 Consort, black, red upholstery, 18,000 miles, perfect condition; £925.—Lindsay Bros., Ltd., 925, High Rd., Finchley, N.12. Hil. 2215. [1732

DAIMLER Straight 8 7-seater limousine by Hooper, face-forward occasionals, new tyres, immaculate inside and out; bargain; £245.—Western 5315, London.

S. G. SMITH MOTORS, Ltd.—1953 (Nov.) Daimler Conquest, every conceivable extra, 5,000 miles only, as new; £1,195.—285-287, Rye Lane, S.E.15. New Cross 0460. [1885

V.4½-litre limousine, swept tail with boot, wide face-forwards, leather, discs, black, nice condition; £350.—Titmuss, 81, Clapham Rd., S.W.9. Reliance 1647. [9836

DAIMLER 2½-litre saloon, immaculate throughout, 1953 model; £325; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon. Thornton Heath 4657. [1544

JACK ROSE, Ltd., offer 1954, December, '53, Daimler Conquest, as brand new, one owner, 9,000 miles; accept £1,195.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1951 Daimler Consort, black/red leather, radio, low mileage and maintained in condition absolutely as new; bargain, £850.—Machin, Kennedy House, Kingsland, Shrewsbury. Tel. 3158. [1702

ARCHIE SIMONS & Co., Ltd.—1952 Daimler Consort saloon, black/brown, fitted radio and heater, 15,000 miles, one meticulous owner since new; £1,055.—94, Gt. Port and St., W.1. Lan. 1543. [C4013

1954 (March) Daimler Conquest, black, red leather interior, radio, heater, window-wash, exceptionally low mileage, one owner, taxed year, spare unused, offers wanted, must be sold.

JOHN WILSON AUTOS Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

DAIMLER 20hp 1936 Mulliner touring saloon, taxed Dec. 31, fully insured May, 1955; any reasonable offer accepted.—Davis, 333, Uxbridge Rd., Rickmansworth, Herts. Tel. 2598. [1395

1947 Daimler 2½-litre saloon, black with red leather upholstery, outstanding condition; £595.—Gordon Cars (London), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

745gns.—Daimler, late 1949 2½-litre drop head coupe, heater, good tyres, very carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

CASS'S MOTOR MART.—1951 Daimler Consort saloon, blue, unblemished, genuine 15,700 miles, £850; 1939 Daimler 2½-litre saloon, blue, exceptional condition, £350; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

DAIMLER 15 sports saloon, 1936, 5,000 since recond. engine, preselector, fluid drive, auto chassis lubrication, hydraulic jacks, demister, new head lining, carpets, steel roof, splendid condition, 24mpg; £175.—29, Longfellow Rd., Gillingham, Kent. [1793

£395!!!—Daimler EL.24 7-passenger limousine, late pre-war series, in really remarkable condition and with a genuine authenticated history, one elderly lady owner since new whose name is shown under the original date of registration in the log book, taxed privately, of course, and in almost completely original condition throughout, coachwork and interior are excellent and the car has done a genuinely moderate mileage, having never been over-driven or harshly treated, must appeal to discerning hire concern.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open until 8 p.m. [C1035

A & S Limousine, 1939/E.L.24, partition, forward occasionals, black, privately chauffeured, exceptional throughout, immaculate. £535.

LIMOUSINE, 1947/27hp, Windover, partition, widest occasionals, privately owned, black, exceptional order, opportunity, £1575. Alpe & Saunders Ltd. Providence Court, North Audley Street. Mayfair-2941.

Daimler Cars Wanted

CHAIN OF EALING

REQUIRE used 2½-litre Daimlers.—Perivale 4404. [W1043

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX H. F. Edwards offer immediate cash for good Daimlers.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

MODERN 27hp/36hp, Hooper, 7-seater Limousine required. Details please. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street. Mayfair-2941.

DAIMLER Consorts and Conquests urgently required in part exchange against new Conquest or Century models.—Coventry & Jeffs, Ltd., Daimler Distributors, Bristol 20091. [0667/R

Daimler Spares and Service

CHARLES FOLLETT, Ltd., official Daimler agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [S2010

KINGSTON-ON-THAMES.—Daimler specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kingston 2241. [S4053

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541.

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775.

A. ROOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0236/R

DAIMLER and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R

DELAGE

£335!!—1938 D.6.70 Delage sports saloon, special show model by Fernandez et Darrin in black with fawn waistline, fitted heater, taxed year, Cotal electric gear box, new tyres, excellent mechanical order.—BRIAN FINGLASS, Bugatti and Alfa-Romeo, 2, Pembridge Mews, W.11. Bayswater 3951. After 6, Livingstone 7777. [C2009

DELAGE 3-litre 4-door saloon (1951 show model), body by Autobineau, grey/blue upholstery, 35,000 miles, Cotal electric gear box, immaculate condition; £950.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

DELAHAYE

MODEL 175 Delahaye, fitted with the most glamorous 2-seater super sports body ever designed by Saoutchik, has won every concours it has entered, cost over £6,000, 3,000 miles odd; price £2,975.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

DELLOW

1951 (May) Dellow Mark I, reconditioned engine 1 June, '54; £295.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

D.K.W.

D.K.W. 1938 rebuilt fabric cabriolet, just run in, this is an exceptional specimen, taxed.—Below.

D.K.W. 1938 fixed head saloon, in very nice order indeed, reupholstered inside, wheels, wings and bonnet respayed.—Below.

1939 all-metal drop head coupe, recent major engine and gear box overhaul including rewound flywheel, and exceptionally nice runner.—Below.

CLIENTS' own spares fitted; overhauls and repairs our speciality; good allowance for D.K.W. cars against new Ford cars.—B. & M. Garages, Ltd., 42a, St. Michael's St., Paddington, W.2. Paddington 6877. [0016/R

D.K.W. 1938 fixed head saloon, in very nice order indeed, reupholstered inside, wheels, wings and bonnet respayed.—Below.

1939 all-metal drop head coupe, recent major engine and gear box overhaul including rewound flywheel, an exceptionally nice runner.—Below.

CLIENTS' own spares fitted; overhauls and repairs our speciality; good allowance for D.K.W. cars against new Ford cars.—B. & M. Garages, Ltd., 42a, St. Michael's St., Paddington, W.2. Paddington 6877. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0006/R

FERRARI

1952 (Earls Court show model) Ferrari 4.1-litre saloon (the only one in this country), ex-David Brown body, coach-built by Ghia, silver blue top, dark blue below waistline, 10,000 miles since new, mechanically perfect, reputed to be the fastest saloon car on the road.—H. A. Saunders Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

FIAT

FIAT 500, 1939, 4-seat d/head, excellent cond., new hood; £250 or near offer.—Weybridge 2709 after 5 p.m. [1788

S. & S. MOTORS.—1937 500 cabriolet, respayed and chrome, in excellent condition, 3 months' guarantee; £195.

S. & S. MOTORS.—1939 2-seater, in showroom condition; £255.

S. & S. MOTORS.—Order your new Fiat from us and receive utmost after-sale service; good allowance on your old Fiat.

S. & S. MOTORS.—1938 1100cc, in good condition, blue leather upholstery; £240.—All above at 165a, Westbourne Grove, W.11. Bayswater 1644. [1714

£195.—Fiat 500 cabriolet, coachwork and mechanical condition impeccable, taxed.—Derrington, 159-161, London Rd., Kingston. Tel. 5621-2.

CASS'S MOTOR MART.—1952 Fiat 1400 saloon, radio and heater, l.h.d.; genuine 25,000 miles; £695; written guarantee.—5, Warren St., W.1. Euston 4110.

£135.—Fiat 500, 1937, red/cream, engine, dynamo, starter, steering, front suspension all reconditioned, battery, hood new, children's seats, suitcase grid.—Mountview 7904. [1807

C. V. RUSHMER, The Fiat Specialist, offers 1954 "New Eleven Hundred," low mileage, as new; latest 500C coupe, as new; 3 months' guarantee.—39, Holland Park, W.11. Park 5731. [C3061

MAYFAIR GARAGES, Ltd., always carry an extensive stock of used Fiat cars, and aim to give the best possible value consistent with age, condition and price.—Below.

MAYFAIR GARAGES, Ltd.—Fiat "500c" (current type reg. 1954) de luxe convertible coupe, new Tygana, extremely smart car with outstanding road performance, over 50mpg, 3 months' guarantee; choice of 4 from £415: immediate delivery.—Below.

MAYFAIR GARAGES, Ltd.—Fiat "500" 1938 3-door station wagon, finished in post office red, nil mileage since reconditioned engine fitted by us, extremely smart car with outstanding road performance, 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—Fiat "500" 1939 2nd series de luxe full 4-seater convertible saloon, beige, leather upholstery, excellent performance for 4 adults with over 50 mpg, 3 months' guarantee; £250 (choice of 3).—Below.

MAYFAIR GARAGES, Ltd.—Fiat "500" 1939 2nd series de luxe convertible coupe, duo brown and black, plastic hood, Fram, very smart car with outstanding road performance, 3 months' guarantee; £265 (choice of 3).—Below.

MAYFAIR GARAGES, Ltd.—Fiat "1500" 1937 model 4-door pillarless de luxe saloon, red and chrome with red leather, very smart car, in excellent condition throughout, 3 months' guarantee; £225.—Below.

MAYFAIR GARAGES, Ltd., are now accepting orders for all models of the new 1955 Fiats as displayed at Earls Court for delivery late November; catalogues on request.—Below.

MAYFAIR GARAGES, Ltd., can take any make of car in part exchange for a Fiat at competitive prices with H.P. ⅓rd or ¼ deposit, balance 12, 18 or 24 months.—Below.

MAYFAIR GARAGES, Ltd.—To our many provincial customers, our reconditioned exchange/assembly service enables us to give the same after-sales service as that enjoyed by customers in the London area.—Below.

MAYFAIR GARAGES, Ltd.—Illustrated literature, price list and copy of "Autocar" road test report on request.—Below.

MAYFAIR GARAGES, Ltd.—(Fiat Sales and Service): Balderton St., W.1. Mayfair 3104/5. Open 9-6. Sats. 9-1.

125gns.—Fiat 500, 1937 convertible coupe, grey, red leather, very good condition, choice of three Fiat 500s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LADY wishes to purchase 1939 500 Fiat.—Box 8793. [1715

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

Fiat Spares and Service

FIAT 500 trouble? Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

MAYFAIR GARAGES Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104/5. [0632/R

S. & S. MOTORS.—Fiat 500cc spare stockists; retail and trade replacement service units.—165a, Westbourne Grove, W.11. Bay. 1644. [0136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used, reconditioned benchtested engines, starter motors, dynamos, radiators; springs in exchange.—Derrington, 159, London Rd., Kingston 5621-2. [S1071

FORD ANGLIA

W. HAROLD PERRY, Ltd., Ford main dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Ford Anglia, 14,000 miles, excellent condition; £385.

W. HAROLD PERRY, Ltd., Ford main dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444.

1954 (October) Ford Anglia, 300 miles, black; £545, plus extras (undersealing, etc.) at cost.—Box 8836. [1841

FORD ANGLIA

CAR MART, Ltd.

1953 Ford Anglia saloon; £410.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

DAGENHAM MOTORS, Ltd.—Ford main dealers.

1953 Ford Anglia, fawn/beige, 13,000 miles; £385.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx, Perivale 3388 and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821.

1947 Ford Anglia, black, loose covers, taxed, excellent condition; £255.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

£365.—Ford Anglia 10hp, 15,250m, extras, opal blue, immaculate.—Ascot 1149. [1804

1950 Ford Anglia, black; £330.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1954 Ford Anglia export model; £585.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076

1954 Ford Anglia, fawn, red interior, 5,00 miles, as new; £545.—T. W. Smith, Sheepy Magna, Atherstone, Warks. Tel. Twycross 252. [1663

1953 Ford Anglia saloon, black, mileage 8,000, as new; £395.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073

1953 (Aug.), black, red upholstery, immaculate, 19,000, undersealed, extras, 40mpg; £375.—Smith, 9, Beechwood Crescent, Littleover, Derby.

1953 Anglia, one owner, fawn, red upholstery, very carefully kept, immaculate; £395; written guarantee; h.p.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., Ford Agents, 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

WALTER SCOTT, Ltd., offer 1954 Anglia, black, negligible mileage, unmarked; £575.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 5914 [C4006

KENTISH & THOMSON, Ltd.—1953 (June) Ford Anglia saloon, black, fitted seat covers, 13,000 miles, excellent order throughout; £385.—564, Wickham Rd., Croydon. Springpark 3477. [C2047

365gns.—Ford Anglia, 1951 saloon, pastel green, fawn upholstery, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1946 Ford 8hp Anglia, sound throughout, good appearance, fitted seat covers, genuine car; £245 or £85 deposit, balance 18 months; exchanges; insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. 50 cars in stock. [C4071

PRIDE & CLARKE, Ltd.—1954 Ford Anglia saloons, black/red, beige/red, 2,000 miles; choice 3 from £559; 1953 black/red, green/brown, choice 4 from £379; 1949 black/red, choice 2 from £299; 1948 black/brown, choice 3 from £279; 1946 black/brown, £259; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

FORD (8 h.p.)

95gns.—Ford 8, 1936 saloon, black, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1938 Ford 8hp saloon, exceptional car, new engine, rad. block, steering, etc., fitted 1949-type radiator cowl, very clean appearance, far above average mechanically; £195 or deposit £65, balance 18 months; exchanges; insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. 50 cars in stock. [C4071/1

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

25 Ford 8 saloons wanted; why accept less for your Ford 8 saloon 1946-1953 when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [W2008

FORD POPULAR

CAR MART, Ltd.

1954 Ford Popular saloon; £385.

1953-4 Ford Popular saloon; £425.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C1039

SLOCOMBES, Ltd.

FORD Popular, 1954, unmarked; £415; terms; part exchanges; guarantee.—38/52, Dudden Hill Lane (near Dollis Hill Underground). Willesden 4869.

GATEHOUSE offer:—

1954 Ford Popular saloon, 8,000 miles; £415.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

DAGENHAM MOTORS, Ltd.—Ford main dealers.

1954 Ford Popular, grey/blue, 4,000 miles; £390.

1954 Ford Popular, blue/grey, 6,000 miles; £380.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx, Perivale 3388 and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821.

1954 (August 25) Popular, under 1,000 miles; £415.—Tel. Shoreham-by-Sea 2210. [1774

£420.—Ford Popular 1954, 3,500 miles, several extras, fitted loose covers, one careful owner.

£395.—Ford Popular 1953, blue, flashing indicators, in smart condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1954 Ford Popular, 1,425 miles only, one owner; £410.—Cogger & Hawkins, Ltd., Walton St., Aylesbury. Tel. 700. [9367

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD POPULAR

1954 Ford Popular, one owner, 4,000 miles, grey, fitted extras; £395.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

PRIDE & CLARKE, Ltd.—1953/4 Ford Popular saloons, 2,000 to 13,000 miles, choice several colours and specifications; from £379; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

FORD PREFECT

J. DAVY, Ltd.

1949 Prefect, hide, one owner, outstanding; £399.

1953 series Prefect, 14,000 miles, new condition; £485.

1953 Prefect, 5,700 miles, spare unused; £499.

1954 Prefect, hide, heater, works mileage; £675.—180-4, Kensington High St. Western 9641.

CAR MART, Ltd.

1953 Ford Prefect saloon; £535.

1952 Ford Prefect saloon; £475.—Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

ALLAN TAYLOR MOTORS, Ltd., offer:—

1947 Ford Prefect, leather upholstery, taxed; £295.

1949 to 1950 Ford Prefects.

SEVERAL available from £355.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [1930

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 (July) Ford 10 Prefect, black/red hide, one owner, 630 miles, positively unblemished; £600.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1954 (Oct.) Ford Prefect, black, fitted heater, 300 mls.; £660.

1953 (May) Ford Prefect, green, leather, one owner, guaranteed 5,000 mls., looks 500 mls., as new; £495.—Gibsons Sports Car (Xchurch), Ltd., Lynhurst Rd., Christchurch, Hants. Tel. 1681. [1486

1951 Prefect, finished in black, one owner, 20,000 miles, an excellent car; £425.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1953 Ford Prefect, heater, as new, choice of 2; £450.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

£685.—1954 Ford Prefect saloon, delivery mileage.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1953 Ford Prefect, spotless; £510.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1949 Ford Prefect, beige, in nice condition; £325.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [W4059

1952 Ford Prefect saloon, green, loose covers, new engine; £425.—Hale Motors, Ltd. Tot. 7771-4. [C2077

1954 Ford Prefect works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

PREFECT 1949 4-door, leather, radio, spot, demister, excellent condition; £340 o.n.o.—Tel. Croydon 3369 after 6 p.m. [1966

1947 Ford Prefect 4-door, leather, new engine, quite as new; £285.—46, Fairfield Close, Shoreham, Sussex. Southwick 3231. [1889

1953 Ford 10 Prefect, one owner, exceptional; £475.—Kings Road Car Sales, 103, Kings Rd., Brentwood. Brentwood 1968. [1923

1948 Ford Prefect, reconditioned engine, perfect condition; £325.—Arnott Garages, Grange Rd., Willesden Green, N.W.10. Willesden 7571. [1857

£345!!! 1948 Ford Prefect saloon, beautiful condition throughout, carefully used; choice 2 others; 3 months' guarantee; hire purchase; exchanges. LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£395.—1951 Ford Prefect de luxe, immaculate.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107. [C2024

FORD Prefect Dec 1952, heater and many other extras, immaculate throughout; £450; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon Thornton Heath 4657. [1550

325 gns.—Ford Prefect, October 1949 saloon, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1947 Ford Prefect 4-door, leather, many extras, reconditioned engine, export model, bench-type front seat, absolute gift, £275!!!A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday. [C1011

1950 Ford Prefect saloon, light green with green leather interior, excellent tyres, and really good condition generally; £345.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C2019

FORD Prefect police car (first registered 1947) for sale; inspection by appointment with Chief Constable, Bournemouth.—Tenders endorsed "Police Car" to reach Town Clerk, Bournemouth, by November 26. Highest tender not necessarily accepted. [1956

PRIDE & CLARKE, Ltd.—1953 Ford Prefect saloons, green/brown, black/red, black/beige, low mileage, choice several from £459; 1951 green/brown, beige/brown, choice 2 from £379; 1949 beige/beige, black/red, choice 2 from £349; 1948 black/beige, £319; 1947 black/brown, £289; 1946 black/green, £269; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Prefect Cars Wanted

PRIVATELY owned post-war Ford Prefect wanted, please write fullest particulars.—110, Battersea Rise, S.W.11. [C1096

FORD (10 h.p.)

1937 Ford 10 hp 2-door saloon, original car in black, green leather interior, genuine mileage 54,000, brakes just relined, exceptional car; £145 or £70 deposit, balance 12 months; exchanges; insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. 50 cars in stock. [4071

Ford Ten Cars Wanted

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Ford Consul, heater, radio, seat covers, £635.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

BRADSTOCK MOTORS offer:—

£755.—1954 (July) Ford Consul convertible, grey, red leather, heater, 2,000 miles only, immaculate.—Chase Rd., Epsom 5696-7. [C1090

DAGENHAM MOTORS, Ltd.—Ford main dealers.

1953 Ford Consul, black, radio and heater, 7,800 miles; £615.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx, Perivale 3388 and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821.

W. J. BROWN, Ltd., established over 30 years.

1954 model Ford Consul, heater, red leather, extras; £675.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1954 Ford Consul saloon, fawn, heater, hide, one owner, mileage guaranteed 4,100; £695.

STEARNS & Co. (CAR SALES), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. [1712

1954 Consul convertible coupe, leather, heater, 300 miles; £785.

RIPCO, Ltd. (Consuls purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4.

1953 (Sept.) Consul, beige, heater, red hide; £650.—Wooldridge, High St., Crewe 2380.

1953 Consul, finished in black and red, leather, radio, heater, loose covers, 10,000 miles only; £625.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1953 Consul (May) heater, leather, 12,000 miles. Bristol fawn, excellent condition; £665.—Haskins, Ladbroke 1155. [C3027

1954 Consul, only 900 miles, fitted heater, as new; £675.—Arnott Garages, Grange Rd., Willesden Green, N.W.10. Willesden 7571. [1858

£599!!!—1953 Ford Consul saloon de luxe, 22,000 miles, spotlessly maintained, choice 2; 3 months' guarantee; hire purchase, exchanges. LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1954 Ford Consul, Dorchester grey, leather, heater, low mileage, a very immaculate car; £685.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1954 Ford Consul saloon, 27 miles only; £695.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

WALTER SCOTT, Ltd., offer 1954 Consul, black, leather, heater, under 5,000 miles, unmarked; £675.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [C4006

1952 Ford Consul, green/beige, radio, heater, 6 months' guarantee; £598.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1953 (Jan.) Consul saloon, fitted radio and heater, low mileage, one owner, guaranteed; £595; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704-5968. [C3054

PRIDE & CLARKE, Ltd.—1954 Ford Consul saloon, grey/red, 8,000 miles, heater, £669; 1953 black/red, grey/brown, low mileage, heater, choice 3 from £599; 1951 blue/beige, £499; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Consul required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

FORD Consul buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

FORD ZEPHYR

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1951 Zephyr, leather, heater, radio; £525.

1954 Zephyr, leather, heater, radio, twin spot lights, seat covers, undersealed, and many other extras; £825.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

1954 Ford Zephyr saloon; £775.

1953-4 Ford Zephyr saloon, heater; £715.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

SLOCOMBES, Ltd.

FORD Zephyr, 1953, recon. engine, extras; £695; terms; part exchanges; guarantee.—38/52, Dudden Hill Lane (near Dollis Hill Underground). Willesden 4869. [C4017

FORD Zephyr 1953 saloon, black with red leather, foglamp, heater, loose covers, 13,200 miles; £650.—Mayfair 5242. [C3030

FORD ZEPHYR

GUY SALMON AUTOMOBILES offer:—

1953 Ford Zephyr saloon, one owner, immaculate condition throughout; £685.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [C4001

ALLAN TAYLOR MOTORS, Ltd., offer:—

1953 Ford Zephyrs, 2 available at £675 each.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [1598

DAGENHAM MOTORS, Ltd.—Ford main dealers.

1954 Ford Zephyr, green, heater, 16,000 miles; £695.

1953 Ford Zephyr, grey/red, heater, 9,000 miles; £665.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx, Perivale 3388 and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821.

FORD Zephyr saloon (1953), black, red leather, £645.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). [C4022

1953 Zephyr, 13,000 miles, leather, heater, perfect; £635.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

1954 Zephyr convertible coupe, power hood, leather, heater, 5,000 miles, guaranteed; £895.

RIPCO, Ltd. (Zephyrs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4.

1953 Ford Zephyr, leather, heater, immaculate; £645.—46, Fairfield Close, Shoreham, Sussex. Southwick 3231. [1888

1953 Zephyr, one owner, leather, heater; £695, written guarantee; H.P., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., Ford agents, 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time. [C4065

1953 Ford Zephyr, 15,000 miles, leather and heater, as new; £615.—285-287, Rye Lane, S.E.15. New Cross 0460. [1886

1953 Zephyr, radio, heater, leather upholstery, spotlights, one owner, 13,800 miles, car as new; £645.—New Cross 3704. [1959

1953 (August) Zephyr, black, red leather interior, heater, 9,000 miles; £645.—John Gray, 20, Hermitage Lane N.W.2. Speedwell 1242. [C2026

1954 Ford Zephyr, 5,000 miles, heater, leather, loose covers; £725.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1954 Ford Zephyr, green, heater, leather, low mileage, £775.—Bells Service Garages, 144, London Rd., Kingston-on-Thames Kingston 1185.

1953 Zephyr, black, red leather, one owner, heater and fog lamp, only 12,000 miles, spotless throughout; £675.—Campbell Symonds, Wembley 6262.

1951 Ford Zephyr saloon, one owner since new, moderate mileage, leather upholstery, heater and radio, excellent condition, 3 months' guarantee; £545.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1953 Zephyr, excellent condition, one owner, radio, heater, link mats, compare price and condition, £645!!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday. [C1011

1954 Ford Zephyr, export model, low mileage, heater and leather, blue; £720.—Measham Motor Sales Org., Ltd., 368-370, Kensington High St., W.14. Western 9821 [1726

1954 Zephyr convertible, power-operated, leather and heater, grey, red interior, under 1,000 miles; £940.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

£675.—1953 Ford Zephyr, radio, heater, leather upholstery, only 14,300 miles by one owner, an exceptional car, taxed.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead Tel Maidenhead 3451-2.

1954 (May) Ford Zephyr convertible, power operated, radio, heater, finished ivory with hide to match, green hood, etc.; one owner, 5,000 miles, very attractive car; £950.—Gee Cars, Ltd., 60, Queenstown Rd., S.W.8. Mac. 3363. [8982

1954 Ford Zephyr convertible saloon, power-operated hood, 4,000 miles; £835.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1953 (Feb.) Zephyr saloon, black, red leather, heater, wing mirrors, reversing light, etc., main agent's maintenance record available, carefully driven by one owner, immaculate; reasonable offers.—Neston 244 (Cheshire). [1832

1954 Zephyr, finished grey with red leather, fitted heater and H.M.V. radio, low mileage, as new throughout; £745; part-exchange enquiries welcomed.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1954 model Zephyr, black 14,000 miles, radio, heater, fitted seat covers, screen washers, twin aux. lamps and reversing, undersealed, carpets, Servais silencer, wing mirrors and many others; £745 o.n.o.—Wim. 5830 after 6.15 p.m. Mon.-Fri. [1872

1952 (Sept.) Ford Zephyr saloon, black with beige leather, many extras include heater, loose covers, screen wash, radio, Lucas fog lamp and flame-thrower spotlight, registered 23,000 miles; £635.—Read Car Co., Ltd., Brighton Rd., Sutton. Vigilant 8978. 8403. [C3048

PRIDE & CLARKE, Ltd., 1953 Ford Zephyr saloon, blue/blue 7,000 miles; £629; 1952 blue/blue, heater, radio one owner, £569; 1951 green/beige, heater radio, choice 2 £549; 3 months' guarantee, terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [3068

A POST motor show bargain, 1954 Zephyr power operated convertible in Dorchester grey with red hide, heater, radio, spot lamps and overdrive, a car that cost new approximately £1,100, low mileage and in excellent condition; £875; h.p. arranged.—Harold Webb Motors (Euston), Ltd., Euston 5552-3. Hurstway 1729 evenings. [1864

Ford Zephyr Cars Wanted

ALMOST new Zephyr required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

FORD Zephyr buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZODIAC

1954 Zodiac, blue/grey, 9,000 miles, fitted radio, condition as new; £850.

RIPCO, Ltd. (Zodiacs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4.

1954 Zodiac, 10,000 miles only, radio, as new; £835.—Park Garage (Molesey), Ltd. Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199.

FORD Zephyr Zodiac saloon, stone and green/red leather trim to match, first registered 1/1/54, one owner since new, mileage only 6,000, fitted whitewall tyres and heater, etc.; car equal to new in every respect; £845.

SHORT'S GARAGES (CHANDLER'S FORD), Ltd., Chandler's Ford, Eastleigh, Hants. Tel. Chandler's Ford 2221. [1965

ZEPHYR Zodiac, July 1st, 1954, beautiful condition throughout, grey/blue interior and exterior, fitted 2 Raydyot spotlights, trophy bar, exhaust deflector, Ace Silver Peak number end G.B. plates, chauffeur-maintained, licensed to end of year; £835.—Box 8751.

FORD MERCURY

SIMPSON'S offer:—

1950 Ford Mercury, Whitewall tyres, fitted with many extras.

1947 Ford V.8 super de luxe, fitted many extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 345 High Rd., Wembley 8691/3903. [C4015

FORD (V.8)

1951 Ford Pilot saloon, excellent condition, one owner; £425.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter St. 121. [C5058

1951 Ford Pilot, black, magnificent car; £395; terms, exchanges.—Beckenham 6977. [1719

1949 Pilot saloon, leather, fitted radio and heater; guaranteed; £325.—Palmers, 3, Fussell Gdns. Mews, Kensington, W.14. Park 9704. [C5034

1950 Ford Pilot, black, leather heater, excellent condition, £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2042

£150—1939 Ford 30hp 91M 4-dr. saloon, leather interior; £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

FORD V.8 1939 22hp saloon, leather upholstery, privately owned, excellent condition, recent £80 engine overhaul, 25mpg; £175, offers.—Box 8771. [1684

1948 Ford Pilot saloon; £355.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. [1908

1939 Ford V.8 91A d.h. coupe, taxed, £195.—Automo, 229, West End Lane, Hampstead 3430. [1942

1950 Pilot saloon, reconditioned engine, magnificent, guaranteed; £330; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319.

A VERY sound 1936 Ford V.8 30hp saloon, tyres as new just fitted with reconditioned engine, new brakes and battery, a very fast car; £150, or offers.—Pal. 0181. [1954

1950 (Sept.) Ford Pilot, blue with blue upholstery, fitted heater, a genuine one owner car in excellent condition throughout, taxed; £355.—L. F. Dove, Ltd., Guildford Rd., Woking. Woking 1282. [C1076

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AMERICAN FORD

RHD 1951 Ford Customs, radio and heater, black.

1951 l.h.d. Ford Customs.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858.

RIGHT-HAND drive 1950 Ford Custom 4-door sedan, white wall tyres, outstanding condition; £695.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4011

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Ford 8 or 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

XXX H. F. Edwards offer immediate cash for good Fords.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Ford Spares and Service

NORMAND, Ltd.

THE best service only highly skilled mechanics with efficient supervision

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0225

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St. Wandsworth, S.W.18.

MAIN Ford dealers

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314/R

CHARLES FOLLETT, Ltd., official Ford retailers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [S2010

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [0093/R

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models: Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6 Grangewood 1136. [S3065/R

FRAZER NASH

1951 series Frazer Nash Le Mans replica, recorded mileage 6,000, this car is perfect throughout and must be seen and tried to be appreciated; £1,275.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

FRAZER NASH Mille Miglia, 1952, low mileage, superb condition and performance, completely stripped and checked through by prominent racing mechanic and found faultless; reasonable offers.—Tel. Nottingham 63286. [1783

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

£145—1937 saloon, original cellulose, crank ground, bores linered, new valves, performance for sportsman plus comfort for wife.—Burlington Hotel, Harrogate. [1975

145 gns.—Frazer Nash-B.M.W., 1935 type 45 four-some cabriolet, ivory, grey leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

1938 (March) Frazer Nash-B.M.W. type 328 sports, 2-seater, red, red upholstery, complete chassis overhauled within last 3,000 miles including rebore, crankshaft reground, externally most attractive, mechanically perfect; £465.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

CHIPSTEAD MOTORS, Ltd., offer:—

!!! Tickford 1951, beautifully finished in French blue with light grey leather, low mileage, heater, etc., specimen; £775.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer.—

1951 Healey Abbott drop head coupe, finished cream and black, radio, heater, excellent condition throughout; £745. [C1001

BROOKLANDS.—New Healey 4-seater saloon by Tickford for immediate delivery.

1952 Healey Tickford saloons, maroon and black, heaters.

1951 Healey 2.4-litre Tickford saloon, radio heater.

BUY or sell with confidence; cars purchased for cash.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

PRIVATE buyer requires Healey Tickford saloon.—Tel. P. Brewis, Terminus 3011. [1788

£450 cash; four-seater Elliott preferred, state condition.—Porcher, 156, Rotton Park Rd., Birmingham 16. [1796

118 bhp 1950 Silverstone Healey, red, engine overhauled, compression raised 8-1 2,700 miles ago, new tyres, very fast. Tel. Coventry 61630. [1809

1950 Silverstone Healey, engine overhauled 2,000 miles ago, black; £545.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1950 (June) Silverstone, fitted magnificent hard-top, low mileage, superb condition; £575.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5. [C4081

ROSE & YOUNG, Ltd., offer 1952 Healey Abbott drop head coupe, fitted 8-valve radio, heater, etc., immaculate condition; £850.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

LATE model Healey Tickford sal., maroon, bodywork as new, carpets and general interior indistinguishable from new, heater, H.M.V. push-button radio, any trial or examination; offers invited.—Tickford, Ltd., Temple Bar 3338. [C4024

Healey Cars Wanted

REQUIRED, really good Healey.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 116. [W2000

BARTLETT will pay more for good Healeys, all models.—27, Pembridge Villas, W.11. Bay. 0523.

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers. Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HILLMAN 10

CAR MART, Ltd.

1954 Hillman Minx Californian, radio, heater; £735.—Car Mart, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. [C1039

SLOCOMBES, Ltd.

HILLMAN Minx 1946, in fine order; £315; terms, part exchanges, guarantee.—58/52, Dudden Hill Lane (Nr. Dollis Hill Underground). Willesden 4869. [C4017

GEORGE HARTWELL, Ltd.

HILLMAN Minx Mark VII saloon, mountain grey/red, 5,000 miles, heater, £665.

CONFIDENTIAL hire purchase, part exchange.

35—41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079

METROPOLITAN MOTORS.

1953 Hillman Minx saloon, low mileage, perfect example; £625.

1951 Hillman Minx saloon, many extras; £510.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

B. J. HUNTER, Ltd., offer:—

1952 Hillman Minx convertible coupe, positively unmarked, fitted heater; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

SAUL & SLATTER, Ltd., offer:

1954 Hillman Minx saloon, black with red upholstery, heater, loose covers, 6,000 miles only; £650.

44—46, Aldermans Hill, London, N.13. Tel. Palmers Green 3631-2-3. [C4002

HILLMAN 10

GLANFIELD LAWRENCE offer:—

1952 (November) Hillman Minx saloon, black, one owner, heater, 19,000 miles, it looks 5,000, as new; £585.—407, High Rd., N.12. Finchley 0091.

CATTERMOLES (GARAGES), Ltd.

CENTRAL London Rootes dealers, offer:—

1952 (Dec.) Hillman Minx saloon, black with beige upholstery, one owner from new, 17,000 miles only, very nice condition, offered at the low price of £535.

1950 Hillman Minx saloon, black with brown upholstery, another good condition car; offered at £475.

1946 Hillman Minx saloon, blue, very well kept, expected very soon in part exchange for a new Hillman; £295.

79 89, Pentonville Rd., Nr. Kings Cross Station, N.1. Ter. 1001. [1898

WARWICK WRIGHT, Ltd. offer:—

1953-4 Hillman Minx Mark VI and Mark VII, all models, including Californian hard-top; choice of colours, many fitted radio and heater, low mileages; from £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CM.I. CAR SALES (Pri. 6623), offer:—

1951 Hillman Minx saloon, blue; £495.

THREE months' guarantee, terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Series Hillman Minx saloon, heater, taxed; £515.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

1953 Hillman Minx coupe, 21,000 miles; £575.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

PHASE 7 Minx coupe, unregistered, immediate delivery.

1952 Hillman Minx saloon, 2-colour, green/cream, moderate mileage, taxed, excellent condition throughout; £525.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2.

1953 model Minx, excellent throughout, heater; £550.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

HILLMAN Minx convertible (May, 1953), green, beige leather; £565.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1952 Mk. V saloon, green, 19,000 miles, very well kept; £565.—Buc. 2309. [1976

ACRES offer 1954 (June) Hillman Minx Anniversary drop head, negligible mileage; £695.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

1946 Hillman Minx saloon, blue, taxed; £275.—Hale Motors, Ltd. Tot. 7771/4. [C2077

1953 Hillman Minx saloon, 16,000 miles, beige/red leather; £585.—Below.

1952 (October) Hillman saloon, 18,000 miles, blue/red leather; £535.—Wright's Motors, Ltd., Rickmansworth 2214. [1938

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group products, specialists in purchase and sale of

GUARANTEED used Hillmans.

A SELECTION from our stock:—

1953 Hillman Minx Mark VI saloon, finished in black with red interior, low mileage, an immaculate car in every respect; choice of several from £575.

1953 (April) Hillman Minx Mark V convertible coupe, black with beige interior, one owner, 20,000 miles only, in excellent condition throughout; £545.

1952 Hillman Minx Mark V saloon, finished in blue with brown interior, fitted Rootes heater, one owner, 23,000 miles only and in excellent condition; £535.

1950 (June) Hillman Minx Mark IV saloon, black with brown interior, recently fitted with works reconditioned engine, one only, an extremely well-maintained car; £485.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121.

HILLMAN 1953 Minx saloon, one owner, black with beige, heater, radio, 6,800 miles; £625.—Mayfair 5242. [C3050

£535!!!—1951 Hillman Minx drop head coupe, like brand new throughout choice also 1952 model.—Below.

£399!!!—1948-9 Minx drop head coupe, choice 2, both excellent.—Below.

£355!!!—1947 Minx drop head coupe, most carefully used, choice 2; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£450—1946 Series II Minx saloon, grey, blue interior, superb condition.—Robbins, East Putney. Tel. 7881. [C3010

1954 Hillman Minx Special, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6/70 [C3006

1955 model Hillman Minx saloon de luxe, ohv engine; £775.—Autowork Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1953 Hillman Mark VI saloon, moderate mileage, taxed; £585.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073

PHASE VII Hillman Minx, October '53, one owner, in excellent condition.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Hillside 1044. [1892

1952 Hillman Minx drop head coupe, fitted with heater; £525.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1952 Hillman Mark V saloon, under 17,000 miles, immaculate throughout, heater, guaranteed; £595.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-2-3-4-5. [C1080

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1950 Hillman 10, very sound order; £450.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1952 Hillman convertible, black/red leather, one owner, as new; £545; exchanges, h.p. terms.—Mitchell Erskine, Ltd., 105, Queensway, Bayswater, W.2. Bay. 8929. [C2081

HILLMAN Minx, Oct., 1953 saloon, nominal mileage only, overriders, Ace Rimbellishers, etc., taxed, literally as new; £625.—Gerald Leventon, Ltd., 181, High St., Rickmansworth 3326/5151. [1604

1948 Hillman Minx drop head coupe, grey, reconditioned engine recently fitted; £350.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C2019

£329.—1946 Hillman Minx de luxe saloon, leather, etc., immaculate car.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

145 gns.—Hillman Minx 1938 saloon, sliding head, leather, good condition, choice of 4 Hillmans; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1947 Hillman Minx 10, finished in beige with maroon interior, this is a most attractive car, fitted with a recon. engine, twin windtone horns, new tyres, etc.; £375.—Hillwood Motors, Watford Way, Mill Hill (London) 4232. [1725

1954 Hillman Minx coupe, mid green, new June last, mileage 6,000, immaculate condition as new, radio, heater underseal, fog lamp, overriders, windscreen washer, taxed, trial willingly, owner going abroad; £675.—Service Motors, Lynn Rd., Ely. Tel. 2981. [1814

PRIDE & CLARKE, Ltd.—1954 Hillman Phase VII saloon, black/red, 12,000 miles, £649; 1954 Phase VI, black/red, 5,000 miles, £619; 1953, black/red, £569; 1950, beige/grey, £399; 1951 coupe, beige/red, heater, radio, choice two, from £489; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

HILLMAN 14

£125.—1939 Hillman 14 saloon, terms.—Autosnips, 5, Balham High Rd. Balham 1509. [C1009

1939 Hillman 14 saloon, black, a one-owner vehicle in remarkable condition, which must be seen to be appreciated; nearly £100 worth of extras including radio, heater, charger, water heater, twin Notek spot lamps, demister, etc.; new tyres, new battery; this roomy car gives approx. 28mpg; £245.—The Spur Garage, Ltd., Bushey Rd., Raynes Park, S.W.20. LIberty 4852. [1868

Hillman Cars Wanted

ROWLAND SMITH S. the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROOTES, Ltd., DISTRIBUTORS. REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1 Tel. Grosvenor 3401. [0108/2

ALMOST new Hillman required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

EMA, Ltd., Grove Rd., Southsea, Portsmouth 2168. [0409/R

HILLMAN buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

NOTTINGHAMSHIRE distributors Humber, Hillman always prepared to purchase first-class conditio recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd. Parliament St., Nottingham. Tel. 46381 [0552/R

Hillman Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0224

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-81, New King's Rd., Fulham, S.W.6. Renown 1183 [0676/R

HOTCHKISS

3-litre Hotchkiss sports saloon 1935, only 15,000 miles since complete overhaul; £195, or exchange B.M.W., etc.—Ellis, 8 Bryants Hill, St. George, Bristol. [1790

Hotchkiss Cars Wanted

REQUIRED, really good Hotchkiss.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118.

H.R.G. Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd. have a large stock of spares.

SHOWROOMS: 18, Berkeley St. W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8 [0594/R

HUDSON

1940 Hudson 28hp Country Club 4-door saloon, black, brown hide; £195 or £65 down.—

1939 Hudson model 112 16.9 drop head foursome coupe, grey, red leather, radio, highly recommended; £195 or £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

HUDSON

1939 Hudson Super 8 drop head coupe, guaranteed; £255, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

£122!!!—Hudson 22 saloon de luxe, first registered December, 1936, exceptionally fine condition throughout; also choice 2 others, including drop head foursome coupe; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5 [0861/R

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621, first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R

HUMBER

WM WELBECK MOTORS offer what must be the finest 1951 Humber Hawk in the country:—

1951 Hawk, black, loose covers, chauffeur kept, mileage 18,000, identical to new; £595.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

TOM GARNER, Ltd., offer:—

1952 Humber Super Snipe Mark III saloon, grey, heater, loose covers; £675.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

McKINNON MOTORS offer:—

1954 (June) Humber Hawk Mark 6 saloon with overdrive, current Show model, ohv engine, black, red leather, 1,600 miles only, taxed Dec., one private owner, changed to larger h.p. car, cost over £1,080 incl. set of loose covers; our price £1,025; 3 months' guarantee.

1953 (March) Humber Hawk 16hp saloon, black, red leather, one private owner, changed to latest model Hawk, 14,000 miles only, taxed Dec.; £755; 3 months' guarantee.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

B. J. HUNTER, Ltd., offer:—

1949 Humber Super Snipe saloon, supplied and maintanied us, most superior car; £425.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GEORGE HARTWELL, Ltd.

HUMBER Hawk 1952 Mark IV saloon, black/red heater, in outstanding condition; £685.

HUMBER Supe. Snipe, 1953, crystal green, one previous owner; £995.

CONFIDENTIAL hire purchase, part exchange.

35-41 Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1953 Humber Hawk saloon, one owner, heater, superb condition; £785.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

CATTERMOLES (GARAGES), Ltd.

CENTRAL London Rootes dealers, offer:—

1953 Humber Hawk Mk. V saloon, supplied and maintained by us from new, quartz blue with fawn interior, this car is in perfect condition, having only done 7,000 miles; well worth seeing at £755.

79/89, Pentonville Rd., Nr. Kings Cross Station, N.1. Ter. 1001. [1897

WARWICK WRIGHT, Ltd., offer:—

1954 Humber Imperial Mark IV 7-seater (ohv engine) saloon, Alpine mist, heater, 5,000 miles; £1,895.

1953 Humber Hawk Mark V saloon, black, 13,000 miles; £795, another in satin bronze, similar mileage.

1951 Humber Hawk Mark IV saloon, satin bronze, heater, 17,000 miles; £645.

1952 Humber Hawk Mark IV saloon, black, radio and heater, 15,000 miles; £695.

1953 (November) Humber Super Snipe Mark IV saloon (ohv engine), Alpine mist, radio and heater, 9,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES, offer:—

1952 (August) Humber Super Snipe saloon, black/red leather, heater, 15,000 miles only; £685.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

ALLAN TAYLOR MOTORS, Ltd., offer:—

HUMBER Hawk late 1948, one owner, taxed December; £350.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [1599

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Humber Hawk saloon, fitted heater, taxed end of year, low mileage and in immaculate condition; £775.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8684-5. [C2034

LEONARD WILLIAMS DISTRIBUTORS, Ltd., offer:

1953 Humber Hawk, heater, trim rings, 4,000 miles, one owner, perfect, guaranteed; £795.

1953 Humber Super Snipe saloon, in grey with red leather, heater, fog lamp, one owner, 11,000 miles, perfect, guaranteed; £975.

LEONARD WILLIAMS DISTRIBUTORS, Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 3400. [1919

HUMBER Hawk saloon (May, 1953), black, red leather; £725.

HUMBER Super Snipe saloon with division (April, 1951), black, beige leather; £575.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

HUMBER

1952 model Humber Hawk, incredible condition, any examination; £595.—Beckenham 6977.

1951 Hawk, 25,000 miles, every conceivable extra, Redex serviced; £585.—Sevenoaks 3891.

HUMBER Snipe 1953, grey, wireless, 15,000 miles; £825.—Cranmore, Ltd. Tel. 2040 Potters Bar.

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group products, specialists in purchase and sale of

GUARANTEED used Humbers.

A SELECTION from our stock:—

1947 (Sept.) Humber sedanca de ville, special coachbuilt limousine by H. J. Mulliner, finished in black with brown leather trim to front seats, West of England cloth to rear, fitted with electrically operated division and rear blind, coachbuilt fitted heater and radio, this car has been maintained regardless of cost, and is in superb condition.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vig.lant 1121.

1938 Humber 16 saloon; £75.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1179. [1909

1939 Humber Snipe, very good condition; £190.—Beardmore 26, Queensway, W.2. Bayswater 0136. [C1015

1952 Super Snipe, fitted radio, heater, Rimbellishers, 20,000 miles, in new condition; £660.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0269. [C2033

1951 Humber Super Snipe saloon, black, heater, one owner, excellent condition; £525.—Allen, 3, Harvest Rd., Englefield Green, Egham 2933. [1845

1949 Humber Super Snipe Phase II, one owner, superb mint condition, any trial, original tools, books; £350.—Booth, 33, Northgate, Huddersfield. Tel. 6103. [1828

JUNE 1954 Hawk, latest o.h.v. model, 7,000 miles, owner driven, underseal, radio, extras, perfect condition; seen London; £900.—Brown, Knowetop Quarter, Hamilton, Lanarkshire. [1507

1951 Humber Super Snipe, 25,000 miles, one owner, superb condition throughout; £535, terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1950 (Oct.) Humber Super Snipe, excellent condition and performance, mechanically perfect, heater, owner going abroad; bargain, £500.—Tel. Ipswich 3077, after 6 77128. [1664

1950 Humber Super Snipe, 38,000 miles, excellent condition, one careful owner, tyres good, grey with grey leather.—H. E. Gauld, Hilltop, Bonnyrigg, Midlothian. [1686

£425.—1948 Humber Hawk, gun grey, sun roof, loose covers, radio, good tyres, taxed.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1938 Imperial saloon with division, guaranteed total mileage 38,600, company director's chauffeur-driven car and really immaculate throughout; £375.—Campbell Symonds, Wembley 6262. [C1037

JACK ROSE, Ltd., offer latest type 1954 ohv Humber Hawk, grey with red hide, 4,000 miles, with overdrive; £995.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

JACK ROSE, Ltd., offers 1953 (May) Humber Hawk, radio and heater, in grey, almost as brand new, 6,000 miles odd; £775.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056/1

1948 Humber 18hp Snipe saloon, black, really outstanding condition throughout; £325.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C2019

1953 Humber Super Snipe saloon, heater, 6,000 miles; £995.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube station). Temple bar 3588.

1952 Hawk saloon, black, one owner/driver, guaranteed 21,000, Radiomobile, heater, spotlights, screenwash, completely undersealed; cost £1,220; A.A. examination welcomed; £635; terms, exchanges.—Birmingham, Bearwood 1197 (anytime). [1878

1951 (June) Humber Hawk, black, brown leather, s.s. roof, under 29,000 miles, very carefully treated, paintwork superb, engine thoroughly sound; £525; available Horsham, Sussex, or near by appointment.—Box 8593. [1254

1953 (July) Humber Hawk saloon, grey, red upholstery, heater, exceptional condition, one owner from new; will accept £775.—Ebdons Automobiles, Ltd., Rootes Group Distributors, Bath Rd., Cheltenham. Tel. 55391. [1760

1954 Humber Super Snipe saloon, one owner, fitted with Heater and screenwasher, 2,600 miles only, this car is in new condition; £1,175 or near offer.—The Cranleigh Motor Co., Ltd., Cranleigh, Surrey. [1447

CAMDEN MOTORS, specialists in limousines, offer a very wide selection of all types of Humbers both pre-war and post-war, Pullmans and Imperials. Write for special Hire Car Catalogue, Camden Motors, Leighton Buzzard 2041. Open until 8 p.m. [C1035

A & S Limousines—Excellent selection 7-passenger privately chauffeured Humbers (Comprehensive guarantee certificate) Detailed lists despatched.

LIMOUISINES, 1947/1948 mitred edge Pullmans, partitioned, widest occasionals, reasonable mileages, excellent throughout. £695.

LIMOUSINES, 1949, partitioned, 7-passenger, black, cloth rear, heater, exceptional order throughout (makers' reconditioned engine), opportunity. £945.

LIMOUISINES, 1950, partitioned Pullman, forward occasionals, black, exceptional throughout, selection-£965.

LIMOUISINES, 1951, partitioned Phase III Pullmans, forward occasionals, excellent selection, certified mechanically, leather also cloth interior, lavish equipment, inspection invited.

LIMOUISINES, 1952, partition, selection leather also cloth interior, forward occasionals, black, nominal mileages, privately owned, meticulously maintained. £1395.

SEVEN-PASSENGER, 1951/52, black, Imperial Saloon, leather throughout, forward occasionals, lavishly equipped, privately owned, immaculate, competitive prices.

15000 genuine mileage, 1952, partitioned special Limousine, leather throughout, widest occasionals, heater, radio, black, certified mechanically, private, £1475. Alpe & Saunders Ltd. Providence Court, North Audley Street. Mayfair-2941 [C1006

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1952 Humber Pullman limousine, 18,000 miles only, absolute y as new, one fastidious owner.—Harry Martin, 23, Devonshire Place Mews, W.1. [1273

1954 (July) latest model Super Snipe, Alpine mist, red upholstery, 2,600 miles only, radio, heater, screen washer, fog lamps, condition absolutely as new; £1,195.—Lindsay Bros., Ltd., Rootes Group Main Dealers, 925, High Rd., Finchley, N.12. Hil. 2215.

545 gns.—Humber Super Snipe 1951 model Mark III de luxe saloon, steel grey, sliding head, grey leather, steering column gearchange, H.M.V. radio, heater, twin passlights, Ace Rimbellishers, carefully used; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Humber Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROOTES, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2231.)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3535.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3232.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

EMA Ltd., Grove Rd., Southsea, Portsmouth 2168. [0410/R

ALMOST new Humber required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

7-PASSENGER privately owned 1938/1946/7/48 Limousines urgen ly required. Below 7-PASSENGER 1949/50/52 Limousines and Imperial Saloons, Limousines urgently required, cash waiting. Alpe & Saunders Ltd, 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

HUMBER buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

REQUIRED, really good post-war Humber.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

TOP prices paid for 1949 onwards Pullman limousines and Imperials.—Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231 [0330/R

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St, Nottingham. Tel 46381 [0555/R

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3657. See advt. under Parts & Accessories. [0398/R

JAGUAR

HENLYS, Ltd., ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027/R

J. DAVY, Ltd.

3½-litre drop head coupe, an outstanding example of this rare model, fitted extras include a new hood, leopard skin pile seat covers, special Ace disc, twin spot lights; car is unique both in appearance and condition; £875.—180-4, Kensington High St., Western 9641. [C1069

CAR MART, Ltd.

1951 Jaguar XK120 roadster; £825.

1952-3 Jaguar XK120 roadster, heater; £995.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

BENTALLS, Ltd.

1951 Jaguar Mark V, black, red upholstery, replacement engine, 5,000 miles; £775.

1950 Jaguar Mark V, black, grey upholstery, radio, heater; £675.

1947 Jaguar 2½-litre, black, brown upholstery, radio and heater, replacement engine, 4,000 miles; £425.—Kingston-on-Thames. Kingston 1001.

SLOCOMBES, Ltd.

JAGUAR XK120, 1950 (Dec.), nice condition; £745, part exchange, terms, guarantee.—38-52, Dudden Hill Lane (nr. Dollis Hill Underground). Willesden 4869. [C4017

JAGUAR Mark V 1950, titled owner, black and chrome, brown hide; £665.—Valentine 4674. [C2016

BEARTS OF KINGSTON. Jaguar specialists, sales, spares, repairs.—102, London Rd, Kingston. Tel. Kin 3348. [0081/R

JAGUAR

B. J. HUNTER, Ltd., offer:—

1954 Jaguar Mark VII saloon, 7,000 miles only, spare unused, showroom condition throughout; £1,295.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

SAUL & SLATTER, Ltd., offer:

1954 Mark VII saloon, black with red upholstery, works mileage.

1954 Jaguar Mark VII saloon, with overdrive, black with red upholstery, 7,000 miles, one owner.

44—46, Aldermans Hill, London, N.13. Tel. Palmers Green 3631-2-3. [C4002

H. BEART & Co., Ltd., offer:—

1953 Jaguar Mark VII saloon, fitted radio, finished in dove grey with tan upholstery, one owner, genuine low mileage car, like new throughout; £1,195.—102, London Rd., Kingston-on-Thames. Kingston 3348.

MAIDSTONE ENGINEERING Co.

1946 Jaguar 3½-litre Special Equipment sportsman's saloon finished in the original and unblemished black which is really immaculate and chrome, fitted Ace wheel discs, heater and demister, twin chrome pass lamps, twin Windtone horns, Lucas P100 chrome head lamps; the interior is upholstered in brown leather with the original carpets to match, all of which are in exceptionally good condition, mechanically the car is excellent, the gear box and engine has quite recently been fitted with reconditioned units and the car has only covered a very small mileage since, all excellent tyres, a really most attractive example of this fine car with a really superior performance; £525; terms, exchanges.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

H. A. SAUNDERS, Ltd., offer:—

1952 Jaguar Mark VII saloon, black, brown upholstery, heater, recorded mileage 22,470; £1,095.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

BROOKLANDS.—Jaguar retailers.

1952 Jaguar XK120 2-seater, immaculate condition, metallic blue with red.

BUY or sell with confidence; cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

CHIPSTEAD MOTORS, Ltd., offer:—

C TYPE late 1953, very low mileage, works maintained, 3 c.v. carbs, Panhard rod, etc.,

XK120 (March) 1951, black, red leather, low mileage, 8 to 1, dual exhausts, immaculate condition; £825.

XK120 1951, dual brown and silver, many modifications, very attractive car, out of the ordinary; £825.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

DUNCAN HAMILTON & Co. offer:—

1951 XK120, ivory with green interior, fitted special loose covers, heater, 8:1 compression, twin exhausts, one owner; £795.

1952 Mark VII, 22,000 miles, silver grey with grey interior, 8:1 compression, etc., extras; £945.

1953 Mark VII, 12,000 miles, powder blue, with grey interior, fitted radio, heater, screen washers, Michelin X tyres, etc., one owner, beautiful condition throughout; £1,165.—33, High Rd., Byfleet, Surrey. Byfleet 3101, day and night. [C1091

LAMBS OF WOOD GREEN for Jaguars.

£799!!!—1951 Jaguar Mark V drop head coupe, specimen condition, small mileage.—Below.

£645!!!—1949-50 Jaguar Mark V de luxe saloon, spotless condition, beautiful throughout.—Below.

£445!!!—1947 Jaguar 1½ de luxe saloon, only 2 owners, carefully used.—Below.

£395!!!—1947 Jaguar 3½ de luxe saloon, beautifully maintained bodywork, chassis 100%.—Below.

£295!!!—1940 Jaguar 2½ de luxe saloon, only 3 owners have nursed this vehicle since new.—Below.

£235!!!—1939 Jaguar 3½ de luxe saloon, tremendous performance, and exceptional economy with special single carburettor modification; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

GUY SALMON AUTOMOBILES offer:—

1954 Jaguar XK120 drop head coupe, 9,000 miles only, British racing green, Michelin X tyres, taxed December 31st, superb condition; £1,285.

1952 Jaguar Mark VII saloon, colour black, fitted radio, heater, demister, wing mirrors, 20,000 miles only from new, interior upholstery and woodwork unmarked, immaculate exterior, exceptional mechanical condition; offered at the realistic price of £995; choice of two others.

1951 Jaguar Mark V 3½-litre drop head coupe, black/red leather, 24,000 miles only from new, an excellent example; £835.

1950 Jaguar 3½-litre Mark V saloon, very well maintained example; £685.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1954 (May) Jaguar XK120 drop head coupe, dark green, loose covers, heater, Ace Rimbellishers, 6,000 miles, taxed December, in new condition; £1,385.

1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063

LEONARD WILLIAMS & Co., Ltd., offer:—

1953 Jaguar Mark VII saloon, black with brown leather, one owner, 8,000 miles, perfect, guaranteed; £1,195.

LEONARD WILLIAMS, DISTRIBUTORS, Ltd., Packard Buildings, Gt. West Rd., Brentford, Middx. Ealing 3400. [1921

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Jaguar XK120, full racing modifications, one owner since new; £975.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057

JAGUAR

HOFFMANNS OF LEICESTER, Ltd.

1954 new Mark VII type M saloon, dove grey/tan, with overdrive, immediate delivery; price £1,679/17/6.

1954 Mark VII saloon, finished in black with red, 6,000 miles, fitted radio, heater, 3 additional spot lamps and Ace Rimbellishers; price £1,475.

1952 Mark VII saloon, finished in elephant grey with red leather, 26,000 miles; price £995.

OFFICIAL retail dealers in Jaguar cars.

HOFFMANNS OF LEICESTER, Ltd., 31, London Rd., Leicester.

JAGUAR Sales 65751-5.

JAGUAR Service 78669. [1866

MEBES & MEBES, Ltd., (Est. 1893), offer:—

1947 Jaguar 2½-litre 4-door sunshine sports saloon, green with hide upholstery, radio, heater, loose seat covers, pass light, discs, other extras, an excellent example of this popular model; £415.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040.

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1952 XK120, finished in blue with blue upholstery, excellent condition; £850.

1952 XK120, white completely standard, excellent condition throughout; £775.—282, Kensington High St., W.14. Western 0207. [1962

XK120 green, 1951, 22,000 miles; £795 or bids.—Larminie, Purkiss Cottage, Woodlands, Southampton, Cadnam 3166. [1665

1950 Mark V Jaguar saloon, black with brown hide interior, fitted heater, etc., in excellent condition throughout; £595.

BEACON MOTORS, Aston Rd., Birmingham, 6. Aston Cross 5841 (10 lines). [1655

1947 Jaguar 3½-litre saloon, excellent throughout, taxed; £285.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4053

1938 2½-litre saloon, twin spot lights, horns and mirrors; £225.—Richards and Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1939 Jaguar 2½-litre, one owner, mileage 47,194; £225.—Sargeant & Collins, Bromley. Imperial 2242. [1870

1953 (March) Mark VII Jaguar, 15,000 miles, radio, heater, etc., one owner, immaculate.—Pointings, Ltd., 4, St. Anne's St., Leeds, 1. Tel. 20065.

1495 gns.—Jaguar, April, 1954, Mark VII saloon, pastel blue, blue leather, overdrive, radio, one owner, 1,100 miles, spare unused, brand new condition; terms, exchanges.—Rowland Smith, below.

795 gns.—Jaguar XK120 1951 3½-litre super sports 2-seater, British racing green, high-lift camshafts, competition clutch, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Jaguar 1946 2½-litre saloon, sliding head, leather, very good condition; choice of 5 Jaguars; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1954 (12/10/54) Jaguar Mark VII M saloon, 400 miles, overdrive, radio, etc., cost with extras, £1,750, unmarked; £1,595.—Dobsons, Ltd., Staines 801.

1953 model XK120 sports, 17,000 miles, one owner, superb condition; £925.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth, Elmbridge 2254-5. [C4081

1950 Mark V Jaguar 3½-litre green sports saloon, low mileage, one owner, radio, heater, etc.; £635.—Kings Road Car Sales, 103, Kings Rd., Brentwood. Brentwood 1968. [1922

1954 model Jaguar XK120 drop head, 6,000 miles, grey/black, an immaculate car, as new; £1,350.—Measham Motor Sales Org., Ltd., 368-370, Kensington High St., W.14. Western 9821. [1725A

XK120 pale blue '52 export model, under 7,500 miles, well kept, recent respray and J.A.G. expert inspection and repairs; £950 o.n.o.; available Somerset.—Box 8586. [1249

1954 Jaguar Mark VII saloon, dove grey, indistinguishable from new, 3 months' guarantee; £1,295.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1951 Jaguar XK120 sports, Michelin X tyres, heater, etc., spots; £775.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1954 Jaguar Mark VII saloon, 6,000 miles only, as new, attractive price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2026/1

1954 Jaguar XK120 drop head coupe, 9,000 miles, excellent condition throughout; £1,250.—Sidney Marcus, Ltd., 33, Sloane Street, S.W.1. Tel. Sloane 3557/6970. [C3006

JAGUAR XK120 drop head coupe, black, registered May, 1954, 4,000 miles, superb condition; £1,275; may be seen in London or Southend-on-Sea.—Laker, 15, Great Cumberland Place, W.1. Ambassador 2091.

ROSE & YOUNG, Ltd., offer 1954 Jaguar Mark VII saloon, 3,000 miles only, as new, black with red leather; £1,325.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1954 Jaguar Mark VII, with overdrive and radio, finished black with red upholstery, mileage 5,000 only, serviced by Henleys, as new; £1,450, or near offer.—Apply Fison & Co., Solicitors, Great Colman St., Ipswich. [1627

1950 Jaguar Mark V 2½-litre saloon, black, cherry red hide, heater, rim finishers, mascot, etc., has been treated with great care from new; £625; exchanges; terms.—Whitehall Motors, Ltd., Coventry. Tel. Bedworth 3395-6. [1824

1950 (Nov.) Jaguar XK120 sports roadster, silver grey with red leather, fitted new tyres and extras, an immaculate specimen in first class mechanical condition; unequalled at £795.—Don Everall, Ltd., 34, Cleveland Rd., Wolverhampton. Tel. 23212. [1430

JACK ROSE, Ltd., offer 1953 series Mark VII Jaguar saloon, in 2-tone grey with red hide, new tyres, any examination; £1,045; also 1950 Mark V Jaguar in grey, radio and heater, beautiful car, open to any examination; £645.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

XXX 1948 (July) Jaguar 3½-litre saloon, most attractive one-owner car, black and chromium with brown leather, heater, radio, twin pass lamps, really immaculate example, thoroughly recommended; written guarantee; £425; terms, exchanges.—H. P. Edwards, 172-4, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C2002

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

JAGUAR Mark VII saloon, fitted with high-lift camshafts, crankshaft damper, high-geared steering, Laycock-de Normanville overdrive and H.M.V. radio, finished in dove grey with tan leather upholstery, as new, mileage 1,800, cost £1,818; will accept £1,650 o.n.o.—Smith, 25, Hill Rd., Dovercourt. [1648

1947 model Jaguar 3½-litre special equipment saloon; this is an exceptionally clean, well-kept motor car; fitted radio, heater and Ace discs; the gear box has just been reconditioned and it has had a recent engine overhaul, all bills to show; £335 or £85 deposit.—Portland Sports Autos, Meadowhead Garage, Sheffield 45947. [1902

1953 XK120 special equipment model, high lift camshafts, dual exhaust system, stiff suspension, wire wheels, etc., heater, de luxe H.M.V., screen washer, life guard tubes, birch grey, red leather, genuine 13,000 miles since new, in the hands of a most careful car-proud owner; price £1,150.—W. J. Skelly, Manse Rd., Motherwell. Tel. 1560. [1431

£444!!!—1948-9 Jaguar 3½ de luxe saloon, this vehicle is magnificent! This is not advertising licence, see the bodywork, as good as when it left the factory; the chrome work identical to new, leather spotless, fitted heater; this vehicle has the performance and looks of a £1,000 motor car, a real beauty, you must see it; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052/1

1951 Jaguar Mk. V 3½-litre drop head coupe, finished in fawn with brown leather, one owner, superlative condition, Motorola heater, screen washer, twin pass lights, twin wing mirror; silent, docile, devastating performance; £795; terms, exchanges; three months' written guarantee.—B.R.M. Car Sales, Cippenham, Nr. Slough, Bucks. Tel. Burnham 705. [1963

Jaguar Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BENTALLS, Ltd.

WE are interested in the purchase of Jaguar cars.—Kingston-on-Thames. Kingston 1001. [W1093

COOMBES & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers urgently require modern Jaguar cars.—Tel. Palmer Green 3631-2-3. [W4002/R

ALMOST new Jaguar required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

1½-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

1951 Mark V Jaguar, near new condition, low mileage, saloon or drop head coupe; private buyer.—Please telephone Hampstead 5986 during office hours. [1950

ROSE & YOUNG, Ltd., require all models XK120 and Mk. VII saloons.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [W3057

Jaguar Spares and Service

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 3631-2-3. [S4002/R

KJ MOTORS, Ltd.—Spares, reconditioned units, Girling, Radiomobile agents.—Bromley. Rav. 3456. [0367

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

LEX GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Lex Garages, Ltd., Forty Avenue, Wembley. Arnold 1154-5. [0719/R

LEONARD WILLIAMS & Co., Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd. Brentford. Middlesex Ealing 3400. [0528/R

DISMANTLING six Jaguar and S.S. models, 1938 3½-litre, 1937 2½, 1936 1½, 1935 SS.20, 1933 and 1934 SS.16; rapid c.o.d. service.—Wards "Motolympia," Leasowe Rd., Wallasey. Tel. Wallasey 4151. [0202/R

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos Hampton Wick, Kin. 4718. [0820/R

JEEPS!!! Jeeps always available, comprehensive stocks of spares.—Autowork, Ltd., Winchester. Tel. 4834.

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 6231. [0527/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013-0621. [0241/R

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares, below). [C3066

JEEP

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange p an engine, gear box, clutch, etc., noted for all American spares.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6850 [C0335/R

Jeeps Wanted

JEEP required.—81, Alresford Rd., Winchester. [W1010

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20,Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4738. [C3066

JENSEN

BROOKLANDS.—Jensen Distributors.

LATEST 1955 Interceptor and new 541 saloon and coupe available, demonstration.

1951 Jensen 4-litre 4-door saloon, radio, heater.

BUY or sell with confidence, cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8331-6. [C1029

JOWETT

WMWELBECK MOTORS, Ltd., for Jowetts.

A SELECTION from our stock:—

1955 brand new, unused and unregistered Javelin de luxe, in gold with red hide, a specially hand-finished example by Jowett Motor Co., full maker's guarantee; £1,015.

1953 Javelin de luxe, black, brown hide, full Series III, 7,000 miles, identical to new; £715.

1949 Javelin, black; £450.

1953 Javelin standard saloon, full Series III, gold with red leather, twin-speaker radio, heater; £625.

1952 (first registered December, 1951), gold with red hide, mileage 27,000, superb condition; £560.

1952 Jupiter Mark I, bronze with beige leather, full Series III engine refitted, heater, twin spots, new Vynide hood; £550.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (nr. Baker St. Station). Welbeck 1139 (6 lines). Far the largest Jowett agents in the country.

C. OF P.

JOWETT distributors.

1953 Javelin de luxe saloon, finished in grey, red leather, 12,000 miles, one owner; £695.

1952 Javelin de luxe saloon, finished in black, twin spot lamps and wing mirror, very good condition indeed; £545.

CLARKES OF PIRBRIGHT, near Woking, Surrey. Brookwood 2201. [C1049

WOKING MOTORS (MAYBURY HILL), Ltd.

1953 Jowett Javelin saloon, black, red leather, heater, radio, Ace Rimbellishers, taxed, 13,000 miles; £625.—Woking 4277/8. [C4057

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1953 (June) Javelin de luxe saloon, maroon/beige hide, immaculate, highly recommended; £585.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

1950 (Aug.) Javelin de luxe, grey, red leather, 24,000 miles; £500.—Tickford, Ltd. Temple Bar 3338. [C4029

1949 Jowett Javelin saloon, heater and radio, nice condition throughout, 3 months' guarantee; £395.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1950 Jowett Javelin; £450.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. [1910

1952 Jowett Javelin de luxe, metallic grey with red upholstery, low mileage, exceptionally good condition throughout; £545.—Below.

1950 Jowett Javelin de luxe, metallic grey with red upholstery, many extras, equal to 1954 condition; £485.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3848. [1896

1953 Javelin de luxe, radio, heater, windscreen washer, one owner, bronze with red interior, only 16,000 miles, guaranteed; £695. Campbell, Symonds, Wembley 6262. [C1037

JOWETT Javelin, 1950 model, heater, loose covers, spot light, taxed, excellent condition; £460.—Johnson & Brown, Ringers Rd., Bromley. Ravensbourne 2322. [C2073

1950 Javelin de luxe, black, as new throughout, radio, £475; another with new engine just fitted, £500.—Buntings Bonnersfield Lane, Harrow. Tel. 6225/6. [1427

1952 Javelin, black, radio, heater, 19,000 miles, excellent condition; £535.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth, Elmbridge 2254-5. [C4081

1951 (Oct.) Javelin de luxe saloon, metallic grey, small mileage, immaculate, one owner; £525; part exchanges, deferred terms.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [7656

PRIDE & CLARKE, Ltd.—1953 Jowett Javelin saloon, black/beige, 9,000 miles, heater, one owner; £599, three months' guarantee; terms, exchanges; lists.—237, Brixton Hill, S.W.2. Tul. 3664/5. [C3068

1953 Jowett Javelin de luxe saloon, black with brown leather upholstery, 23,000 miles, one owner, excellent condition; £625.—Coventry & Jeffs, Ltd., Bristol 20091. [1756

1952 Javelin de luxe, black, reconditioned engine, radio, heater screen washers, Ace Rimbellishers, exceptional condition; £595.—European Cars, Ltd., 129-131, Old Brompton Rd., S.W.7. Fremantle 7722. [1946

1952 Javelin de luxe saloon, one owner, many extras, Undersealed, 17,000 miles only, maintained by us as Jowett Agents, guaranteed; £575.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4053

JOWETT

1938 Jowett 10 saloon; £165.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. [1911

1952 Jowett Javelin de luxe, black, beautiful vehicle; £535.—Smith & Hunter, 376, Kensington High St., W.14. Western 2212. [C4019

1951 Jowett Javelin saloon, black with brown leather upholstery, extremely good condition with all good tyres; £495.—Keiths Motor Co., Ltd., 141, Green Lanes, Palmers Green, N.13. Bowes Park 5100. [C2080

565 gns.—Jowett Javelin, November, 1951, de luxe saloon, maroon, fawn leather, heater, one owner, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£475!!!—1950 Javelin de luxe, reconditioned engine, H.M.V. radio, heater, black with brown leather, original paint unmarked, interior as new, superb example; 3 months guarantee; terms, exchanges, etc.—Grays Cars (London), Ltd., 277, Green Lanes, London, N.13. Pal. 2365. [1617

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WMWELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049

H. A. SAUNDERS, Ltd., Golders Green, require.—

JOWETT cars, all models, for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

PRIVATELY owned Javelin.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424.

ALMOST new Jowett required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

WANTED, 1953 Javelin de luxe, privately, for cash.—Candelent, The Green, Toddington, Beds. Tel. Toddington 205. [1842

Jowett Spares and Service

KINGSTON-ON-THAMES. — Jowett agents and specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kingston 2241. [S4053

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords, always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

EAST Anglia.—For all Javelin and Bradford spares.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [0364/R

JAVELIN and Bradford spares at competitive prices; send for price list.—Alfred Alderson & Co., "The Engine Exchange People," 57, Bradford Rd., Stanningley, Leeds. [1802

BUNTINGS MOTOR EXCHANGE offer unrivelled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; offer 28 years' Jowett experience, spares and service. [0759/R

JOWETT Javelin, Jupiter and Bradford, the largest stock of spare parts in the South; exchange units, etc.—Tel. Gordon Cars (London), Ltd., 7-9, Russell Parade, Golders Green, N.W.11. Speedwell 9761-2-3. [0133/R

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialists repairs.—228-234, London Rd., Croydon (Cro. 3641/2). Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2). 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [0463/R

LAGO-TALBOT

1951 2½-litre, actual Earls Court show model, fitted magnificent 2-door sports saloon body by Saoutchik, Burgundy, beige hide, radio, heater, screen washers, white walls, Rimbellishers, fitted suitcase, host of other extras, mileage 20,000, this car is one of the prettiest on the road and one cannot fail to appreciate the first class workmanship and quality, cost new £4,200; bargain £875; terms, exchanges.—Ruthers, Romford 2552. [1677

LAGONDA

METCALFE & MUNDY, Ltd.

1939 Lagonda LG6 saloon, black, brown hide, Sanction IV engine, H.M.V. push button radio, a very beautiful car.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremante 5471. [C3064

CHIPSTEAD MOTORS, Ltd., offer:—

??? 2.6 late 1950 sports saloon, beautifully finished in light grey with dark grey wings, chrome wheel rims, heater, demisters, dual pass lamps, etc., immaculate condition throughout, cost approx. £2,300; first offer of £985 secures.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

BROOKLANDS: Lagonda distributors.

1955 models, 2-door and 4-door saloon, power-operated hood coupe available, demonstration.

1952 Lagonda 2.6-litre drop head coupe, grey/red.

1952 Lagonda 2.6-litre Mark I saloons, radios.

1951 Lagonda 2.6-litre Mark I saloon, immac. condition.

BUY or sel. with confidence; cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1951 2½-litre Lagonda saloon, finished grey, blue leather, fitted heater, spot lamps, screen washers, low mileage, engine recently overhauled, immaculate condition throughout; £1,250. [C1001

1938 Lagonda V.12 saloon, excellent condition throughout; £340.—Leatherhead 2271.

1954 Lagonda saloon, 3-litre, 5,000 miles, guaranteed over 100mph, radio, covers, etc.; nearest offer £2,600.—Box 2784. [1691

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

LG6 1939 saloon, recent overhaul, magnificent condition; £950.
CREST OF BOURNEMOUTH, 14, Westcliff Rd. Bournemouth 7160. [C1099

PERFORMANCE CARS, a good selection always available; written guarantee.—See under "Sports Cars." [3041/R

DAVIES MOTORS, Ltd. (Managing Director J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1940 LG6 sports saloon, exceptional history; £625.

1938-9 V.12 sports saloon, Sanction 2, 5,000 miles since £700 overhaul; £785.

1938-9 V.12 sports saloon, recent complete overhaul.

1938 4½-litre LG6 independent suspension sports saloon.

273, London Rd., Staines. Tel 4211-5. [C1080

16/80 2-litre tourer, 6,000 miles since extensive overhaul, completely reliable and economical thoroughbred, for quick, reluctant sale at £185.—Laburnum 2300. [1785

145 gns.—Lagonda 1934 4½-litre Charlesworth sports saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube). N.W.3. Ham 6041 [W4018/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.). Specialists in all aspects of service.—273, London Rd., Staines. Tel. 4211-5. [S1080

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14 saloon (1953), green, green leather, one owner; £950.
STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

LANCHESTER 10 saloon 1947, heater, one owner; £425.—Wooldridge, High St., Crewe 2380. [1972

1952 (Oct.) Lanchester saloon, maroon, mileage 15,000, exceptional condition.—Tickford, Ltd., Temple Bar 3338. [C4029

LANCHESTER 18 limousine, 1934, Mulliner body, engine rebored and overhauled; £150 or near offer.—Webb, Herschel House, Herschel Rd., Cambridge.

LANCHESTER Roadrider 1939 saloon, engine just reconditioned; £325; terms; exchanges.—Norman Autos, 344-354, London Rd., West Croydon. Thornton Heath 4657. [1546

Lanchester Cars Wanted

KIRKWOOD CARS buy pre-war Lanchesters.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

REQUIRED, really good Lanchester.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 128. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

XXX H. F. Edwards offer immediate cash for good Lanchesters.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Lanchester cars, preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301. [0237/R

LANCHESTER.—For any new model, or for help and advice on one already in service, come to the officially appointed distributors with Daimler-Lanchester experience dating back over 30 years.—Walker & Ward, Ltd., Cheltenham. Tel. 3814 and 3816. [0865

LANCIA

MAIDSTONE ENGINEERING Co.

LANCIA Aprilia saloon; this is the personal property of the manager and is without doubt one of the finest Aprilias available, fitted big bore 1500 engine, finished duo colours of grey/maroon with maroon leather interior to match and new loose covers, also fitted all new tyres on 1939 wheels, all brakes just relined, H.M.V. radio, heater, demister, taxed yearly, etc., etc., must be seen to be appreciated; £495, terms, exchanges.
CROSS St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000

1939 Aprilia saloon, gunmetal/blue leather, excellent condition, laid up 5 years, one owner, seen week-ends, E.18.—Box 5736. [1635

1938 Lancia Aprilia saloon, taxed, mechanically excellent throughout, body scheme immaculate, 1939 wheels £450.—Whitworth Motors, 197, Oxford Rd., Manchester, 13. Tel. Ardwick 2804. [1729

1939 Lancia Aprilia saloon, this vehicle has been works maintained and is open to any examination or inspection, is really excellent throughout; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2042

LANCIA Aurelia Gran Tourisimo 2500 saloon, 1954, radio and heater, this is one of the very few of this make which have come into this country, full service and running history available, condition in keeping with the genuinely small mileage.—Moortown Motors, Ltd., Regent St., Leeds, 7. Tel. 31894. [1676

A REALLY attractive, most economical, thoroughly reliable Lancia Agusta 1½-litre 4D 4-cyl. 4-seater sportsman's pillarless saloon, 1935-6; original beautiful finish black, green leather upholstery, this car is the Mighty Atom, 40 m.p.g., over 65 m.p.h., and has I. suspension, hydraulic brakes; F.W. large balloon tyres like new, Telecontrol interior shock absorbers, perfect steering, sustained oil pressure, a true thoroughbred, its pedigree proves its superior performance; honest car, honest genuine bargain; £160; 300 miles trial; also photo to genuine enquirer.—18, Clarence Rd., Manchester, 21. Tel. Chorlton 1288. [1849

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320/R

LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors, Lea-Francis, London and Home Counties, offer:—

1951 Lea-Francis 2½-litre streamlined sal., black, radio, heater, sun roof, very modern appearance, comfortable seating, excellent performance, a most attractive car; £895.

1951 Lea-Francis 14hp estate car, natural wood and metallic beige, one owner, carefully maintained; £685.

1949 Lea-Francis 14hp sal., black, Ace Rimbellishers, speedo reading 27,000, fully serviced and checked; £545.

ALL the above cars are guaranteed for 3 months.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1952 Lea-Francis 14hp saloon, excellent mechanical condition, very clean; £595.—Gordon Cars (London), Ltd., 373 Euston Rd., London, N.W.1. Eus. 6611. [C2023

395 gns.—Lea-Francis 1948 14hp sports saloon, sliding head, leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Lea-Francis

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0592/R

MARSHALL'S (HX), Ltd., Mayfield Garage, King Cross, Halifax. Tel. 5044, 3329. [0470

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

LIMOUSINES

£150—1937 21hp Hillman; £395, 1933 25hp Rolls-Royce; £430, 1939 18hp Austin Ivor.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2.

A & S Display 7-passenger privately owned Limousines at competitive prices, comprehensive guarantee certificate (See Classified Advertisements) 1951/52 Austin Hirecars, 1951/52 Sheerline, 1949/50/51/52 Humbers, also privately owned 1936/37/39 Rolls-Royce, (Lists despatched). Alpe & Saunders Ltd. Providence Court, No th Audley Street. Mayfair-2941.

Limousines Wanted

LARGE organization would like to buy quantity of post-war limousines, Humbers, Austins, Daimlers and Rolls-Royce, also hire cars; all suitable for long-distance journeys.—Please send all details to appointed buying agents, Messrs. Auto Buyers, Ltd., 24, Warren St., London, W.1. Tel. Euston 3917 (12 lines). [9613

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

MERCEDES-BENZ

SWANMORE GARAGE, Ltd., offer:—

NEW and unregistered Mercedes-Benz type 300 de luxe saloon, 470 miles only; list price £3,500.

1936 Mercedes-Benz 500K drop head coupe, new cream coachwork, new red hood, and red upholstery; £435.

EXCHANGES a pleasure; 'phone Southbourne 43344-43345; distance quite immaterial.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Boscombe East, Bournemouth. [C4024

PHILIP RICKARDS, Ltd., offer:—

1954 (Jan.) Mercedes 300 saloon, grey/covers, 13,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3.

1954 Mercedes-Benz de luxe saloon, radio, 10,000 miles, immaculate condition, managing director's personal car; £2,600.

E.R.A., Ltd., London Rd., Dunstable, Beds. [1654

1954 Type 300 saloon, black with red leather, radio, 6,000 miles, quite as new; £2,825, exchanges.—Welwyn Service Depot, Hatfield 2178. [1883

DIESELS, one only, 1954, type 170 chassis, brand new; also one only utility on 170 diesel chassis, shop soiled, unreg.—Welwyn Service Depot, Hatfield 2178.

1954 Mercedes-Benz type 300 saloon de luxe, chauffeur-kept, most beautiful condition, owner has exchanged for latest model; £2,695.—Taylor & Crawley, 42a, South Audley Street (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

1938 Mercedes-Benz 540K 4-seater ohc by Lancefield, cream with blue wings, 50,000 miles since new, maintained throughout by Mercedes, immaculate condition, mechanically perfect; £750.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1953 (Sept.) Mercedes-Benz Type 220 saloon, black, grey, cloth, many extras, 10,000 miles, practically indistinguishable from new, owner purchased latest model; £1,550; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4755

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

PC PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country; from 150 cars:—

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one which might prove unsuitable.

CHOICE of M.G. T.F., immediate delivery; list price.

CHOICE of 3 T.D.s; 1953, red, £585; 1952, black, £565; 1951, black, £495.

CHOICE of 5 T.C.s; 1949, £445; 1948, £395; 1947, 2 from £365; 1946, £345.

CHOICE of 7 T.A.s; 1939, from £285; 1938, from £275; 1937, £265 and £245; 1936, £225.

CHOICE of T.A. Tickfords; 1939, at £295; and 1938 at £275; 1939 T.B. 2-str., £295.

CHOICE of M.G. P.B. 2-seaters; 1936, 2 at £195; P.B. 4-seaters, 1935-6, £175 and £185.

CHOICE of M.G. P.A. 2-seaters, 1934 £155, 1935 £165; P.A. 4-seater, 1935, £165.

CHOICE of M.G. J2 2-seaters, 1933 £125, 1934 £145; J1 4-seater, 1933, £145; M.G. M-type 2-seater, £75.

CHOICE of M.G. 2-litres, 1937 d/h foursome £195, 1938 saloon £215; M.G. 2.6 saloon, 1939, £195.

CHOICE of M.G. Magnettes, 1934 4-str., £95; 1935 4-str., £145; 1936 2-str., £185.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock, see under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

WM WELBECK MOTORS, Ltd., offer a registered but brand new and unused M.G. Magnette saloon in black with green hide; £1,015 or one-fifth down and up to 3 years to pay.

ALSO

1952 M.G. TD Stage II Midget, radio, guaranteed, only 30,000 miles, superbly maintained, black with red interior; we have just taken this car in part exchange for new one, and for quick sale we offer it at the fantastic low price of £500 or one quarter down and up to 2 years to pay.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

DICKS.

1938 M.G. 1½-litre sports tourer, famous V.A., very attractive condition; £275.

1936 M.G. 8hp sports 2-seater, scrupulously maintained; £265.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

CAR MART, Ltd.

1951 M.G. 1¼-litre saloon, sliding head, heater; £595.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

SLOCOMBES, Ltd.

M.G. 1¼ saloon, 1951, excellent condition throughout; £575; terms, exchanges, guarantee.—38-52, Dudden Hill Lane (near Dollis Hill Underground), Willesden 4869. [C4017

TOULMIN MOTORS.

M.G. 1951 1½-litre Y saloon, dual green, completely overhauled mechanically, fully guaranteed.

1½-litre competition car, 2-seater, fully equipped; callers only.

343, Staines Rd., Hounslow, Mdx. Hou. 3456 and 2238. [1453

B. J. HUNTER, Ltd., offer:—

1953 M.G. T.D. 2-seater, very superlative condition; £625.

1952 M.G. T.D. sports 2-seater, attractive condition; £575.

1951 M.G. T.D. 2-seater, engineer maintained; £535.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CLUBMAN AUTOS, Ltd., offer:—

1938 M.G. T.A., black and cream, very nice condition; £295.

H.P.; motor cycles taken in exchange.—138-142, Tooting High St., S.W.17. Balham 3484. [C1095

CHIPSTEAD MOTORS, Ltd., offer:—

!!! 1947 T.C. Midget with special streamlined body, 2 spare wheels inside tail, ivory and red, chrome red, etc., immaculate; £355.

!!! T.C. late 1949, immaculate, in dual green, replacement engine and clutch just fitted by University Motors at a cost of £74, host of extras, specimen in every way; £445.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

GUY SALMON AUTOMOBILES offer:—

1954 M.G. Magnette saloon, 9,000 miles, radio, immaculate; £975.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3 [C4001

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1947 M.G. T.C. 2-seater, black with fawn interior, one owner, 19,000 miles only, in extraordinarily fine condition; £365.

1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063

PARADE MOTORS (MITCHAM), Ltd., offer:—

1946 M.G. T.C., black with red upholstery, Windtone horns, luggage carrier; £365.

1938 M.G. T.A., original condition; £285.

1938 M.G. T.A., green; £245.

1938 M.G. V.A. drop head coupe, excellent condition; £265.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1953 M.G. T.D., red with red leather, radio, badge bar, spot light, £585.—282, Kensington High St., W.14. Western 0207.

1954 M.G. T.F. 2-seater, immaculate, as new; £695.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [1286

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1951 1/2 M.G. T.D., finished black, red leather, fitted luggage rack, spotlamps, low mileage, one owner, immaculate condition throughout; £495.

1954 M.G. T.F., finished ivory, red leather, 4,000 miles only, one owner, fitted wire wheels, luggage rack, as new throughout; £685. [C1001

£555.—1950 M.G. 1¼ saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1938 M.G. T.A., sea blue with new hood, radio, luggage grid, spot; £260.—Box 8734. [1633

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel Kin. 3348. [0082/R

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141.

1939 M.G. V.A. saloon, replacement engine, excellent order; £270.—Oldway Links Hotel, Paignton 59332. [1334

1954 M.G. Magnette Series Z.A. saloon, green with green leather, as new, nominal mileage only; £950.—Grosvenor 2133. [9655

1947 M.G. T.C., splendid throughout; £345.—Davies Motors, Ltd. 273, London Rd., Staines. Tel. 4211-2-3-4-5. [C1080

1948 M.G. 1¼ saloon, engine not yet run-in; £495; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052/53/54, any time.

M.G.—We have at the moment 6 pre-war M.G.s in stock ('37-1940) from £175.—Portland Sports Autos, Meadowhead Garage, Sheffield 45947-8. [1460

1952 (Jan.) M.G. Y.B. 1¼ saloon, grey/red leather, radio and extras, one owner, genuine 19,000 miles, perfect; £675.—Be.ow.

1951 (April) M.G. Y 1½ saloon, maroon, beige leather, heater, genuine 23,000 miles, perfect; £585.—Below.

1949 (July) M.G Y 1¼ saloon, black, beige leather, heater, perfect; £495.—Gibsons sons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Han s. Tel. 1681. [1485

£685.—1954 T.F. sports 2-seater, black, beige leather, plated luggage grid, 3,000 miles, as new.—Robbins, East Putney. Tel. 7881. [C3010

£695.—1953 (June) M.G. 1¼ saloon, bronze, red upholstery, recorded mileage 15,000, fitted loose covers, taxed, an immaculate car.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

JACK ROSE, Ltd., offer 1953 M.G. 2-seater, British Racing Green, almost unmarked; £585.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1953 M.G. T.D. sports, 11,000 miles, immaculate throughout, spare unused; £595.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester. Tel. 60319. [C1059

1951 (July) M.G. T.D., red, with red interior, a very fast car in very good condition, engine has had Laystall conversion; terms and exchanges; £465.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [1936

£95.—Genuine opportunity to enthusiast; 1937 M.G. 2-litre sports saloon, needs renovating; £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1024

1939 M.G. 1½-litre drop head coupe, excellent condition, taxed; £275, terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, 122 (opposite side entrance G.P.O.). [3055

1953 (June) M.G. 1¼-litre saloon, black, beige leather, 13,000 miles, one owner, excellent condition; £780.—Castle's, Church Gate, Leicester. Tel. 65251. [1099

ARCHIE SIMONS & Co. Ltd.—1949 (Nov.) M.G. 1¼-litre saloon, colour green, fitted radio, in excellent condition throughout; £575.—94, Gt. Portland St., W.1. Lan. 1343 [C4013

125gns.—M.G. Midget 1933 8hp J2 2-seater, black, red leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1949 M.G. T.C. sports, green with green upholstery, radio, fog and driving lights, flashing indicators, windscreen washer, wing mirrors, tonneau cover, luggage carrier, very good condition; £450.—Box 8758. [1659

EASTERN GARAGES, Ltd.—An exceptional M.G. Series Y 1¼-litre 4-seater tourer, registered March, 1951, special twin carburettor model, unmarked ivory cellulose, new hood, good tyres, radio, speedometer reading 24,000, excellent throughout; £595.—Market Rd., Chelmsford 3404. [9798

THIS 1948 M.G. T.C. black sports 2-seater is considered one of the best for its originality and performance, £375; also excellent 1937 T.A., £250; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

MAYFAIR GARAGES Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 3104. [0696/R

REQUIRED, really good M.G.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

1953 T.D. M.G. wanted; details and price privately.—Box 8833. [1838

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

XXX H. F. Edwards offer immediate cash for good M.G.s.—28-30, Upper High St., Epsom, Surrey. Tel Epsom 9400. [W2001

URGENTLY required, 1947-53 M.G. 1¼ saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9972

M.G. Cars Wanted

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash.—138-142, High St., Tooting, S.W.17. Bal. 3484. [W1095

THE CAR MART, Ltd., London, wish to purchase M.G. cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0966/R

C.N.K. MOTORS require M.G.s, particularly V.A., T.A., T.B. and T.C. models.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

M.G. Spares and Service

TOULMIN MOTORS,

OFFICIAL stockists.

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for all models 1932 to 1952; exchange service, dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets, with full range of M.G. spares always in stock; new vertical drive gears now available; we specialize in racing spares; write or tel.

TOULMIN MOTORS, 543, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [0349/R

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [S3041/R

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1 Gro. 4141 [0504/R

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used valves, springs, guides, gaskets, road springs, brake linings and cables; stage I and II, Laystall, Lucas cylinder heads, petrol tanks, fold-flat windscreens, silencers and exhaust systems.—159-161, London Rd., Kingston 5621-2.

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085. [0433/R

MINERVA

1936 17hp Minerva saloon; £65.—M. W. Groom & Sons Central Garage, Towcester. Tel. 19.

MORGAN

WM

WELBECK MOTORS, Ltd., offer:—

1954 Morgan TR2 open 2-seater, ivory, red interior, 5,000 miles, identical to new; offered at £730, £100 under list.

WELBECK MOTORS, Ltd. (Officially appointed Agents for the Morgan), 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

SLOCOMBES, Ltd.

MORGAN Plus 4, 1954, new hood, tonneau, etc.; £475, part exchange; terms; guarantee.—38/52, Dudden Hill Lane (nr. Dollis Hill Underground), Willesden 4869. [C4017

£398.—Morgan 4/4 1948/9 2-seater sports, excellent cellulose and bodywork, twin spare wheels, full equipment; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066/7 (50 yds. Holland Park Tube). Exchanges, h.p. [C1067

345gns.—Morgan 4/4 late 1948 special sports 2-seater concealed hood, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CLUBMAN AUTOS, Ltd., urgently require all models Morgan for cash.—138-142, High St., Tooting, S.W.17. Bal. 3484. [C1095

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORRIS MINOR

CAR MART, Ltd.

1954 Morris Minor 2-door de luxe saloon, heater; £615.

1954 Morris Minor 2-door saloon; £575.—Car Mart, Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1039

SLOCOMBES, Ltd.

MORRIS Minor 1954, works mileage, 4-door saloon; £675; terms, exchanges, guarantee.—38-52, Dudden Hill Lane (near Dollis Hill Underground), Willesden 4869. [C4017

GATEHOUSE offe.:—

1951 Morris Minor saloon, grey; £495.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

B. J. HUNTER, Ltd., offer:—

1953 Morris Minor saloon, one owner; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

RUSSELL MOTORS offer:—

1951 Morris Minor tourer, heater; £395.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288 [C3060

PHILIP RICKARDS, Ltd., offer:—

1954 (Aug.) Morris Minor 2-door saloon, b'ack/red, 1,600 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

1951 Morris Minor saloon, genuine 15,000 miles, green, heater, loose covers; £465.—Campbell Symonds Perivale 4456 [C1037

MORRIS MINOR

PHILIP RICKARDS, Ltd., offer:—

1954 (April) Morris Minor 2-door saloon de luxe, grey, 5,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London W.1. Grosvenor 4772/3. [C3051/1

C.M.I. CAR SALES (P.i. 6623) offer:—

1953 Morris Minor saloon, black; £525.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

B.M.C. guaranteed, very low-mileage cars.

1954 Traveller's car de luxe, radio.

1953 ohv convertible.

1953 sv 2-door saloon.

TERMS and part exchanges.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094/1

WOKING MOTORS (MAYBURY HILL), Ltd.

1952 Morris Minor 4-door de luxe saloon, heater, leather, excellent tyres; £515.—Woking 4277-8. [C4057

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1951 2-door saloon, excellent condition; £475.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1953 Morris Minor convertible, finished blue, heater, low mileage, one owner; £550.

MORRIS Minor 2-door saloon (June 1953), grey/red; many extras.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404). [C4022

1954 Morris Minor 4-door saloon, black, one owner, 3,000 miles only; £625.—Below.

1951 Morris Minor tourer, loose covers, underseal, tubeless tyres, immaculate condition throughout; £435.—Hale Motors, Ltd. Tot. 7771/4. [C2077

1954 de luxe edition, grey, all extras, as brand new; £685.—Simmonds, Grosvenor 2635. [1900

1950 Morris Minor saloon, 2-door; £425.—Gardner & Co. (Hendon). Tel. Hendon 3359 and 8460.

£565.—June '54 Morris Minor 2-door saloon, immaculate condition, one owner, 6,000 miles, taxed.

4-DOOR de luxe, August '54 Morris Minor, 1,600 miles, taxed; £625.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2.

1950 Morris Minor saloon, unmarked, guaranteed; £450.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston Kin. 8104. [C4053

1954 Morris Minor 2-door saloon, green, 7,000 miles; £555.—Gamble, Alexandra Court Hotel, Liverpool -7. Lark Lane 2886. [1792

1949 Morris Minor saloon, very good condition; £375.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [1933

1954 Morris Minor 4-door saloon, works mileage; £650.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1954 Morris Minor 2-door de luxe, heater, mileage 6,000, as new; £540.—46, Fairfield Close, Shoreham, Sussex. Southwick 3231. [1890

445gns.—Morris Minor late 1952 tourer, Cambridge blue, fawn upholstery, unworn spare; terms, exchanges.—Rowland Smith, below.

395gns.—Morris Minor 1949 saloon, maroon, fawn upholstery excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1952 Morris Minor convertible finished black, one careful original owner, fully equipped model; £475.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [C3082

1954 Minor traveller's car, black, underseal, taxed, one owner £630.—Heath, Adderley, Market Drayton, Shropshire. Adderley 221. [1500

1954 (May) 2-door de luxe saloon, heater, black, 4,000 miles; £575.—James, 53, Kelmscott Rd., Birmingham, 17. Harborne 2361. [1981

HIGHEST performance plus economy from Morris Minors. 75 mph, 45 mpg. 0-50 mph 18.6sec, £30 sv, £55 ohv fitted; demonstrations; send for data.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345 [C1094

1951 Morris Minor, stone grey, beige leather, one owner, and as new throughout, very little used, owing to continual illness of previous owner, spare unused, snip; £465.

DOUGLAS CAR SALES, 21, High St., Waltham Cross. Tel. Waltham Cross 4923-4124. [C1075

1954 Morris Minor 2-door de luxe saloon, works mileage; also 4-door saloon.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970.

1951 (October) Minor 2-door saloon, one owner, heater, immaculate; £460.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424.

1952 (November) Minor convertible, green, beige interior, heater, etc., 12,000 miles, one owner since new; £495.—Robbins, East Putney Tel. 7881.

1953 (October) Morris Minor convertible, 7,000 miles only, excellent history, £535.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-2-3-4-5 [C1080

1954 series Morris Minor de luxe saloon, black with red leather upholstery, very low mileage, as new.—Seymour & Clements, Ltd., 38, Walford Way, Hendon Central, N.W.4. Tel. Hendon 2146.

1953 1/4 Morris Minor 2-dr saloon, black/red, 10,000 miles, ohv engine, 6 months' guarantee; £555.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt 2252. [C3022

1949 (October) Morris Minor convertible, black with beige upholstery, recent new tyres and battery, 24,000 miles, splendid condition, carefully maintained, taxed; £365.—Vardyke 4938 (London), 10 a.m.-6 p.m [1932

PRIDE & CLARKE, Ltd.—1954 Morris Minor de luxe saloon, grey/red 4,000 miles, one owner, £589; 1953, grey/red 9,000 miles, heater, £529; 1950, green/beige, heater, radio, £389; 1952 convertible, green/beige, £399; 1950, beige/beige, £379; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

MORRIS Minor convertible de luxe model, works mileage, taxed Dec., insured Aug., '55, heater, radio, loose covers, fog and spot lights, rim embellishers, screen washer, etc.; offers over £675.—Box 8750.

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS Minor traveller's car, small mileage, urgent. —Macaulay 3373. [1754

RICHARDS & CARR buy Morris Minor.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

ALMOST new Minor required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

THE CAR MART, Ltd., London, wish to purchase Morris Minor Cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY. The hire purchase specialists.

1939 Morris 8 Series E saloon, a really exceptional example of this very popular model, coachwork and interior unmarked, mechanically far above the average; 259gns, or £63/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150yds). [C4047

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1947 Morris 8 4-door sunshine saloon, dark green/green hide, specimen car, highly recommended; £285.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines).

S.G.A. MOTORS, who deal exclusively in Morris 8s, offer:—

1946 2-door saloon, in beautiful condition; £325.

1939 series E 2-door de luxe saloon, recellulosed, immaculate condition throughout; choice of 3; £265.

1938 2-door de luxe saloon, excellent condition; £190.

1938 4-seater tourer; £185.

1937 4-door de luxe saloon; £170.

1937 4-seater tourer; £165.

1937 2-door de luxe saloon, excellent condition throughout; £165.

AND other saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS, Morris 8 Specialists, 10, 13 and 14, Atherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 3208. [C4065

1947 2-door de luxe saloon, black/brown leather, sliding roof, much above average condition; £345.—Robbins, East Putney. Tel. 7881. [C3010

1948 4-door, immaculate, original condition, total mileage since new 36,000; £360.—74, Faringdon Rd., Luton. Tel. 6016. [1808

1948 Morris 8 saloon, excellent condition throughout; £365, part exchange or easy H.P. terms. —Beardmore, 26, Queensway, W.2. Bayswater 0136.

1938 Morris 8, blue and black, with blue interior, 4 new tyres, in sound condition mechanically and bodily; economical family car; £195.—Hillwood Motors, Watford Way, Mill Hill (London) 4232. [1723

MORRIS 8 1939 saloon, in exceptionally nice condition throughout; £215; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon, Thornton Heath 4657. [1547

95 gns.—Morris 8 (October, 1938) saloon, sliding head, leather good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MORRIS 8 Series E, completely overhauled, resprayed, recond. engine; this economical little car is identical in every way to a 1948 model, must be seen; £275.—Hillwood Motors, Watford Way, Mill Hill (London) 4232. [1724

Morris Eight Cars Wanted

PRIVATELY owned Morris 8.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

MORRIS TEN

ACRES offer 1948 Morris 10 saloon, black with brown leather, exceptional condition; £395.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

1939 Morris 10 saloon, one owner, outstanding condition; £265; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1947 Morris 10, immaculate; £345.—Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

MORRIS 10 1939, immaculate; £250; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon, Thornton Heath 4657. [1548

1948 (November) Morris 10, black, brown leather, excellent condition; £375.—Siddons, Chippenham 2416, 8 to 5 Monday-Friday. [1786

SERIES M 4-door de luxe saloon, black, brown interior, completely checked over in our own works; 3 months' guarantee; excellent condition; £395.—Robbins, East Putney. Tel. 7881. [C3010

1948 Morris 10 saloon, many extras, good; £295. Trade Enquiries Welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

1939 Morris 10 saloon, overhauled engine, very good mechanically, resprayed, good interior, genuine car; £210 or £70 deposit and balance 18 months, exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. 50 cars in stock. [C4071

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS COWLEY

1954 (Oct.) Morris Cowley, 500 miles, absolutely new, list price; £711.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

1955 Cowley saloon, works mileage, grey and red; £745.—74, Beechcroft Rd., Ipswich. [1846

1954 Morris Cowley saloon, works mileage.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1954 Morris Cowley saloon, available from stock (one only); £702/7/6.—Nutt Motors, North Rd., Brighton 25050. [1518

MORRIS OXFORD

CAR MART, Ltd.

1953 Morris Oxford saloon; £655.

1953 Morris Oxford saloon, radio, heater; £645.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

B. J. HUNTER, Ltd., offer:—

1953 Morris Oxford saloon, most superlative condition; £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

PHILIP RICKARDS, Ltd., offer:—

1953 (July) Morris Oxford saloon, black, 8,500 miles, perfect; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros-4772/3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1953 (October) Morris Oxford saloon, black, 2,000 miles; £675.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1953 (May) Oxford, 16,000 miles, heater, grey, red leather; £630.—Below.

1952 (June) Oxford, one owner, heater, grey, red leather, exceptionally good condition throughout; £595; written guarantee; h.p., exchanges; trade enquiries welcom d.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052/53/54, any time.

1952 Morris Oxford Series 1 saloon, green with green Vynide, heater, fog lamps, 17,000 miles; £565.—Below.

1953 Morris Oxford Series 1 saloon, grey with red, 5,000 miles; £625.—Mayfair 5242. [C3030

1952 Morris Oxford saloon, green, one owner, heater, £535.—Odeon Motors, Ltd., Barnet 1144. [C3028

1953 Morris Oxford, Clarendon grey, 11,000 miles, heater; £625.—Cranmore, Ltd. Tel. 2040 Potters Bar. [C1062

1951 (September) Morris Oxford, colour blue, one owner, very good condition throughout; £465.—Haskins, Ladbroke 1155. [C3027

1954 Morris Oxford saloon, 6,000 miles, one owner, licensed, as new; £640.—H. E. Griffin, Haywards Heath. Tel. 395. [1691

1954 Oxford Traveller, reg. Dec., 1953, 11,000, de luxe, showroom condition; £700.—Tel. Kimpton 364. [1666

1951 Morris Oxford, 23,000 miles, perfect, radio, heater, private owner; £495.—180, Hangleton Rd., Hove 70880. [1984

1951 low mileage, beige, one owner, heater, completely immaculate.—Simmonds, 12, Rex Place, South St., Park Lane, W.1. Grosvenor 1188.

1952 (June) Morris Oxford, a genuine low mileage car in new condition; £550 or £140 deposit, terms, guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1953 (October), one owner, guaranteed mileage 12,448, de luxe black saloon, quite spotless, red leather, spare unused, taxed; £595.—Speedsters, Ltd., Horley (Surrey) 628 until 10 p.m. [C4020

1954 (August) Series II Morris Oxford, finished black, just as new; £735; part exchange, enquiries welcomed.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1953 Morris Oxford saloon, 11,000 miles; £635.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

ARCHIE SIMONS & Co., Ltd.—1953 Morris Oxford, a colour green, speedo reading 11,000 miles, in showroom condition throughout; £635.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1953 Morris Oxford, finished black, fitted heater, one owner, low mileage, in virtually new condition; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1952 (October) Morris Oxford saloon, black, red leather, really superb condition, serviced by agents, treated with great care by considerate owner, taxed; £580.—Trye, 157, Francis Close, Ewell, Surrey. Tel. Derwent 1459. [1781

13000 miles, Morris Oxford saloon, Clarendon grey and red leather, heater, one very careful owner, immaculate car, taxed; £625.—R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel. Maidenhead 3431-2. [C3011

Morris Oxford Cars Wanted

ALMOST new Oxford required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

THE CAR MART, Ltd., London, wish to purchase Morris Oxford cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0717/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1950/1/2/3 Hirecar Limousines required. Cash waiting. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

MORRIS SIX

1949 Morris Six, black, heater, as new throughout, bills produced for servicing and renewal of parts as necessary, new tyres; £375.—46, Days Lane, Bedford. Tel. 61674. [1833

1953 series Morris Six saloon, one owner, speedometer reads 6,000 miles only this car is as brand new throughout; £650; written guarantee; h.p., exchanges trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052/53/54, any time.

Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

REQUIRED, really good post-war Morris Six.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., for your Morris.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. [0098/R

Morris Spares and Service

MORRIS genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0342/R

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0917/R

KINGSTON-ON-THAMES. — Morris agents and specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kingston 2241. [S4053

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961).

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0365/R

NASH

£450.—1946 Nash Model 600 r.h.d. saloon, radio, heater, leather, unrepeatable bargain; £150 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1 [0217/R

1949 Oldsmobile convertible, Rocket 98, all electric, radio and heater, red.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). One only, new 1954 Super 88 4-door saloon at list price, for delivery immediately after Motor Show. [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 23266/24944.

95 gns.—Opel Cadet, 1938 12hp saloon, black, brown upholstery, good condition; choice of 3 Opels; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6490. [C1024

Opel Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R

PRIDE & CLARKE, Ltd., Opel stockists, quotations; c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [S3068/R

PACKARD

GUY SALMON AUTOMOBILES offer:—

1947 Packard Clipper, 29hp saloon, a first-class example, fitted radio, heater, etc., mileage 35,000, right-hand drive, an ideal car for the business executive or doctor; £750.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1948 Packard 4-door saloon, one owner, radio and heater; £750.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

LIMOUSINE, 1937/34hp, partition, widest occasionals, excellent condition, black, reasonable cost. Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Packards. —91-95, Fulham Rd., S.W.3. Kensington 4858.

7-PASSENGER modern partitioned Limousines, also good condition Super-8 1937/38, cash waiting. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [S4028

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PEUGEOT

£775!!! Peugeot 203 model, identical to show model, 3 months old, under 600 miles, costing £1,000 new, owner forced to sell, absolute gift; 3 months' guarantee hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PLYMOUTH

SIMPSON'S offer:—

RHD 1951 Plymouth Cambridge, radio, heater, directional blinking signals, many other extras.—SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 345 High Rd., Wembley 8691/3903.

PONTIAC

METCALFE & MUNDY, Ltd.

PONTIAC, first registered October, 1952, de luxe 8-cylinder sedan, fitted radio, heater, nylon covers and all extras; £795.—METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1950 (regd.) Pontiac 6-cylinder 2-door saloon, 2-tone blue, very attractive appearance, sound mechanical condition; £565; written guarantee; h.p., exchanges; trade enquiries welcomed.—HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052/53/54, any time.

RHD 1953 Pontiac show model 4-door saloon, radio and heater, 6,000 miles, whitewall tyres.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

A.F.N., Ltd.,

SOLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015

COLBORNE GARAGE Ltd., Ripley Surrey. Tel. 2361. Specialists in Porsche repairs and service. [0629/R

RACING CARS

H.R.G./Le-Francis aerodynamic sports racing 2-seater, 1,496cc tubular chassis, i.f.s.; £475.—S/Ldr. T. James, 19/20, Market St., Cambridge.

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. [0821/R

ACRES offer their 1952 Mark VI racing Cooper with double-knocker Norton engine, tuned by Lancefield. Full particulars from H. R. Povah, Acres Autos, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

RAILTON

A-ONE MOTORS (LONDON), Ltd.—All Straight-8 models, also spares and reconditioned engines.—Tate Gallery 0192 and Vandyke 5181. [0333/R

RAILTON saloon, 29hp, 1938, black, first-class condition, tyres as new, interior immaculate, open A.A., R.A.C.; £300; taxed. Scintilla magneto.—Shilton Garage, Shilton, Coventry. [1707

RAILTON 1938, 7-seater limousine, division, built-in jacks, telecontrol, s/absorbers, heater, other attractive fittings, no body rot, beautiful condition throughout, distinctive and unique, offers.—Ashfield 1373, 244 Walmley Rd., Sutton Coldfield, Warwicks.

RELIANT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1954 Reliant Regal tourer, 1,500 miles only, owner forced to sell owing to illness, completely unmarked and as brand new; 339gns or £71/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

RENAULT

RENAULT cars spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

1939 Renault 8hp, in excellent condition; £150.—Haskins Ladbroke 1155. [C3027

1952 (June) Renault 8 saloon, model 750, grey, 16,000 miles only; £450.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1954 Renault 750cc saloon, unregistered, works mileage, blue with red upholstery; immediate delivery.—Richard Taylor (Garages), Ltd., Victoria St., Stourbridge, Worcs. Tel. Stourbridge 5171. [1743

Renault Cars Wanted

MAYFAIR GARAGES, Ltd.—Top cash prices for Renaults.—Balderton St., W.1. Mayfair 3104.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbrige 1873, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel 20531. [0911/R

RILEY

RILEY CARS offer:—

1955 1½ available from stock, choice of colour.

1954 Pathfinder, blue, grey upholstery, 5,000 miles; £1,375.

1954 Pathfinder, grey, maroon upholstery, H.M.V. radio, 6,000 miles; £1,375.

1954 Pathfinder, grey, maroon upholstery, 2,000 miles; £1,375.

55—56. Pall Mall, S.W.1. Trafalgar 7311. [1924

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

RILEY

PC

PERFORMANCE CARS ANNEXE NUMBER 2.—Good selection of guaranteed Rileys; we select from 150 cars:—

RILEY 16/4 Blue Streak Kestrel saloon 1938, £285; Riley 16/4 Alelphi saloon overdrive 1938, £245.

RILEY 12/4 Kestrel saloon 1937, £265; Riley 12/4 touring saloon 1937, £265.

RILEY 12/4 Merlin saloon 1936, £215; Riley 12/6 Adelphi saloon 1937, £225.

RILEY 12/4 Falcon saloon 1936, £195; Riley 12/4 Kestrel saloon 1934, £155.

RILEY 12/4 Lynx tourer 1935, £115; Riley 9hp Lynx tourer 1933, £165.

RILEY 9hp Brooklands based 2-seater special; £255.

RILEY 1,485cc sports 2-seater, the famous ex-Mays "White Riley"; £475.

IMMEDIATE hire purchase, insurance and part exchanges.—See also under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middx. Ealing 8841. [C3041

CAR MART, Ltd.

1953 Riley 2½-litre saloon, radio, heater; £995.—Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039

GORDON & GLYNN.

ENGLAND'S largest dealers specialising in Rileys, offer the following selection from stock:—

£425—1938 2-seater Sprite, superb condition, manual box, outstanding performance and excellent looks.

£255—1936 1½-litre Kestrel, a very clean example in excellent condition throughout.

£225—1937 9hp Monaco, a most attractive car now undergoing engine overhaul in our workshops, complete this week.

£195—1936 Falcon 1½-litre, a really lovely runner, immaculate black cellulose coachwork and smart interior, taxed December.

£195—1936 9hp Merlin, in similar order to the above and a most economical car.

£185—1934 9hp Kestrel, a little beauty in every respect, fitted manual 4-speed gear box, etc.

£165—A grand example of the 9hp Lincock fixed head coupe; a little beauty.

£165—1936 1½-litre Falcon in excellent condition throughout, extremely good value.

£65—1932 9hp Monaco, really reliable

THE above cars can be purchased with the utmost confidence, each one is thoroughly workshop-checked; open every week-day from 9.30 a.m. to 6 p.m. (Saturdays included).

GORDON & GLYNN, 189/195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Square Tube). Sloane 8326/4426. [C2075

BOON & PORTER, Ltd.

1954 Riley 2½-litre Pathfinder, blue, 7,500 miles, unscratched; £1,375.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

ELM AUTOSALES offer:—

AN outstanding Riley model M.P.H. 2-seater, silver-grey with red interior fitted highly tuned 4-cylinder engine, the whole car is in amazing condition having covered a genuine low mileage from new in the hands of two enthusiastic owners; £425.—Elm Autosales, 68, Hartfield Rd., Wimbledon S.W.19 Cherrywood 1615. [C2067

TOM GARNER, Ltd., offer:—

1954 Riley 1½-litre saloon, grey, 4,000 miles only; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

MAYFAIR COUNTRY CARS offer:—

1951 (April) 2½-litre saloon, black, brown leather, superb condition; £695.

EASIEST of terms; exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

GUY SALMON AUTOMOBILES offer:—

1953 Riley (R.M.F. series) 2½-litre saloon, extremely well maintained example of this model in its latest conversion with the open propellor shaft; £895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Riley 1½-litre, black/beige, heater; £1,205/5/10.

1951 Riley 2½-litre saloon, 13,000 miles, blue/blue hide, unrepeatable one-owner specimen, highly recommended; £595.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

CLARKE & SIMPSON, Ltd., Riley Sales and Service.

1954 (August) Pathfinder, 2,000 miles, absolutely new, at maker's list price; £1,398.

1952 (May) 1½-litre saloon, black/red leather, one owner since new; £795.

1952 (February) 2½-litre saloon, grey/red leather, one owner, 21,000 miles; £845.

AUTHORIZED to issue B.M.C. warranty to cars which qualify.

49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. [C1048

1955 Riley 1½-litre saloon, new, for immediate delivery; list price £1,205/5/10.

1953 Riley 1½-litre saloon, genuine 6,000 miles, heater; choice of 2 from £945.

RIPCO, Ltd. (Rileys purchased), 16, Albemarle St., Mayfair, London W.1. Hyde Park 2952/3/4.

CAMDEN MOTORS for Rileys.—See special advert. on Full Page in this issue. [C1035

1948 Riley 1½-litre, 43,000 miles, exceptional condition; £495.—Tel. evenings Sevenoaks 3891.

1936 Kestrel 12/4, wonderful specimen; £235.—Craven, Hallfield, Wetherby, Yorkshire. Tel. 202. [1798

1948 2½-litre Riley 4-door black saloon, fitted with radio, whole car in superb condition; terms and exchanges; £495.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [1937

PATHFINDER, special satin bronze finish, 2,900 miles one owner, £1,340; another, 5,600 miles, grey, one owner, many extras, £1,325.

STEVENAGE MOTOR Co., Ltd., Stevenage, Herts. Tel. Stevenage 253-4. [1757

RILEY

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3548. [0079/R

1950 (May) 2½ Riley saloon, maroon, heater, one owner, exceptional, 20,000 miles; £675.—Tickford, Ltd., Temple Bar 3338. [C4029

£595.—1948 Riley 2½ saloon, excellent condition; Also 1946 Riley 1½ saloon, £545.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

RILEY 9 Lynx 1934, sports 4-seater, special series engine, twin carbs., manual box, new hood, taxed; £95.—Clears Farm, Reigate, Surrey. Tel. 5146. [1805

1935 Riley Falcon saloon, sliding roof, well maintained; £125.—Richards and Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

RILEY 9 Kestrel, 1935, reasonable condition; special series engine, preselector; £120 seen Notts.—Box 8838. [1844

£295.—16/4 1940 Riley saloon, synchromesh.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

1947 Riley 2½-litre saloon, modified suspension, superb condition; £450.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 5104. [C4053

1954 Riley Pathfinder, green with beige interior, radio, 3,000 miles, immaculate; £1,375.—Kattons (Southport), Ltd., Lord St., Southport 2268.

£145.—1936 Riley 1½-litre Kestrel sports saloon, a genuine opportunity; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1937 Riley 12/4 special series Kestrel saloon, £245; also 1936 Riley 12/4 Merlin saloon, £175; both excellent.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [1863

£595.—1949 sports saloon, black, green hide, maintained and serviced regardless of cost for company director, superb condition.—Robbins, East Putney. Tel. 7881. [C3010

1950 (Jan.) Riley 1½-litre saloon, black, beige leather, heater, perfect; £645.—Gibsons Sports Car (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1484

TANKARD & SMITH, Ltd., offer 1949 Riley 2½-litre saloon, black/brown leather, radio, superb condition, £565; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4601.

JACK ROSE, Ltd., offer 1953 Riley 1½ saloon, 9,000 miles, in grey and red hide with extras, almost as brand new, open to any examination; £895.—Stafford Rd., Wallington, Surrey. Wallington 6677.

AN enlarged Riley sales and service depot at the leading Riley distributors for the area; new and used cars on show; demonstrations by appointment.—Tel. or write Coventry Motor Mart, Ltd., Coventry 2146-7. [0446/R

ROSE & YOUNG, Ltd., offer 1952 Riley 2½-litre saloon, low mileage, one lady owner, immaculate condition, black; £785.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

2½ Roadster, black, Dec., 1949, specially made r.h. gear change, carefully maintained by one owner, looks new, mileage 29,000, U.c. lubricator, 25 mpg., 100 mph; £600, or near.—Windsor, 36, Hersham Rd., Walton-on-Thames. Tel. 3652 [1979

£575!!!—Riley 1½-litre saloon de luxe, magnificently maintained, speedometer reading 18,000, whole vehicle absolutely outstanding, first registered January, 1949, but looks and runs as though it's only two years old; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1936 Riley 9hp Merlin (4-light) saloon, overhauled engine, very good mechanically, clean interior in red leather, resprayed silver grey (complete history since new); £165 or £65 deposit, balance 12 months.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106; 50 cars in stock.

XXX 1952 (June) Riley 1½-litre saloon, black and chromium with brown hide upholstery, heater, twin pass lamps, most attractive and beautifully maintained one-owner car, most thoroughly recommended, written guarantee; £795; terms, exchanges.—H. F. Edwards, 172/4, Kingston Rd., Ewell Surrey. Tel. Ewell 5101. [C2002

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

RILEY cars, all models, for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

YORKSHIRE.—The Riley Buyers, Barkers of Oakwood, Leeds, 8. Tel. 65—8236/7. [0094/R

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3008

C.N.K. MOTORS require clean, pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712.

RILEY buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

PERFORMANCE CARS urgently require Riley.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

REQUIRED, really good post-war Riley.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

XXX H. F. Edwards offer immediate cash for good Rileys.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

URGENTLY required, 1946-53 Riley 1½-litre saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9973

THE CAR MART, Ltd., London, wish to purchase Riley cars.—382, Streatham High Rd., S.W.16, Streatham 0054. [0969/R

RILEY 1½-litre and 2½-litre saloons, 1950-1953, urgently wanted; must be low mileage; distance no object.—Green and Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [W2028

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

ALL Riley sales, spares and service facilities are available; new and used models in stock; Rileys wanted in part exchange.—Tel. the Coventry Motor Mart, Ltd., at Coventry 2146-7 [0442

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Spares and Service

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

RILEY distributors for 28 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [6622

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [C1082

JACK

OLDING & Co. (MOTORS), Ltd., official Rolls-Royce and Bentley retailers, offer from their selection of used Rolls-Royce cars:—

1950 Silver Wraith H. J. Mulliner touring limousine, dark blue with blue hide, 35,000 miles; £3,950.

1948 Silver Wraith James Young 2-door saloon, black with grey hide, 34,800 miles; £2,550.

WRAITH enclosed drive limousine by Park Ward, black, 44,000 miles, first delivered in March, 1946; £1,15[illegible].

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

RIPPON

RIPPON

RIPPON BROS., Ltd.,

THE Northern Bentley and Rolls-Royce specialists always have a good selection of used Bentley and Rolls-Royce cars in stock.

WRITE, call or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); also at

LEEDS, Bradford, Sheffield. [0905/R

P.B., Ltd., offer:—

1934 20/25 Rolls-Royce saloon by Thrupp & Maberly, recent chassis overhaul by makers.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3033

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1950 Silver Wraith touring saloon by Freestone & Webb, black with beige hide; £3,950.

1947 Sedanca by H. J. Mulliner, black with beige leather to the front and beige cloth to the rear; £3,350.

1939 Ph. III H. J. Mulliner sedanca de ville, black with blue hide and cloth upholstery, electric division, with many other fittings; £1,250.

1937 25/30 Park Ward 4-light razor-edged saloon by Park Ward with division and sliding roof, black and grey with grey hide; £1,450.

1937 25/30 Gurney Nutting 4-light saloon with division, black with brown hide; £875.

1936 Ph. III H. J. Mulliner razor-edged sports saloon with division and sliding roof, black with grey hide; £1,250.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [3052

VINTAGE AUTOS.

THE pre-war Rolls-Royce specialists.

£385.—Rolls 20 Replica, 1939 sports saloon, with boot, by Corsica, complete engine rebuild in last 3 years by Rolls-Royce, Ltd., costing £400; excellent all-round condition.

ALWAYS a good selection of all types at very competitive prices.

66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

RUSSELL MOTORS offer:—

1940 Rolls-Royce Wraith Hooper, razor edged saloon, radio and heater, exceptional condition.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

EVANS & O'MALLEY offer:—

1935 Rolls-Royce 20/25 saloon by James Young, finished grey and blue with grey hide upholstery, engine overhauled this year, as new throughout; £850.—Lowndes Square, Knightsbridge, S.W.1. Sloane 1353-1709. [1603

MANN EGERTON & Co., Ltd.

1947 Rolls-Royce Silver Wraith touring limousine by Hooper; black with fawn leather upholstery; £2,350.

MANN EGERTON & Co., Ltd.,

14, Berkeley St., W.1. Hyde Park 2073. [C2006

MASCOT MOTORS, Ltd., offer:—

1938 30hp A. Mulliner semi razor-edge sports saloon with division; £1,075.

1936 30hp Barker owner-driven saloon with division; £800.

1935 25hp Barker sports saloon; £775.

1934 25hp Park Ward sports saloon; £650.

1934 25hp Barker sports sedanca; £475.

1933 25hp Thrupp & Maberly sports saloon; £500.

1929 20hp fitted 1935 Park Ward sports saloon; £295.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C3006

ROLLS-ROYCE

CHIPSTEAD MOTORS, Ltd., offer:—

LATE 1928 Windover 2-seater drop head coupe, beautiful condition throughout, black, red leather, new tyres, believed one owner since new, genuine bargain; £295.

25hp 1933 saloon by Park Ward, black, new tyres, fitted heater, sunshine roof, recent extensive overhaul; £445.

25hp late 1936 most attractive low Continental fixed head foursome coupe and reconditioned engine, specimen, radio and heater, etc., two owners; £750.

30hp late 1936, fitted with beautiful basket work, sedanca body with carriage lamps by Windover, bills available for reconditioning, low mileage.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

SWANMORE GARAGE, Ltd., offer:—

1949 Rolls-Royce Silver Wraith by Hooper, one owner, Rolls-Royce engine overhaul; £2,875.

1944 Rolls-Royce Wraith razor-edge saloon by Thrupp & Maberly, outstanding condition; £1,575.

1936 Rolls-Royce 25/30 H. J. Mulliner, owner-driver, no division, large boot; £695.

1935 Rolls-Royce 20/25 by James Young, complete Rolls-Royce overhaul; £735.

1934 Rolls-Royce 20/25 Continental drop head coupe by Ferrandez & Darren; £675.

EXCHANGES a pleasure.—Tel. Southbourne 43344-43345. Distance quite immaterial. [C4024

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1938 (July delivery) Rolls-Royce Phantom III owner-driver sports saloon by Hooper, black with fawn leather interior, heater, cocktail cabinet, electric division, 2 spare wheels, 58,000 miles only, two titled owners from new; £985.

1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1934 Rolls-Royce 20/25 Thrupp & Maberly saloon, in perfect condition; £650.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057

HEARSES stocked; bearer or deck, variety from £1150; all enquiries Below.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Phone Richmond 1161. [9687

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1954 Rolls-Royce Silver Dawn (automatic gear box) fitted very beautiful 4-door sal., body by James Young with electric division; this most unusual car has covered 2,900 miles only and is in new condition throughout; colour mid-blue with grey hide upholstery.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

MASCOT MOTORS, Ltd., specialists in new hearse bodies on reconditioned and guaranteed Rolls-Royce chassis.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007/1

1939 Rolls-Royce Wraith, magnificent semi-razor body, immaculate throughout; £1,450.—Box 8301. [9512

ROLLS, 1936, 25hp O/D saloon, perfect condition, sunshine roof, boot; £675.—Linton, 12, York Rd., Ilford, Essex. [1627

1933 Rolls-Royce 20/25 Hooper owner-driver saloon, sun roof, enclosed boot, black, excellent condition; £495.—Below.

1935 Rolls-Royce 20/25 Mann Egerton owner-driver saloon, sun roof, enclosed boot, black, excellent condition; £635.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C1043

1937 Rolls-Royce Phantom III; £795.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. [1912

1937 30hp Windover foursome drop head coupe, grey, speedo 46,966 (reputed genuine); £1,000.—Campbell, Symonds, Wembley 6262. [C1037

ROLLS-ROYCE 30hp replica by Compton, superb, guaranteed; £345; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

ROLLS Twenty, 1927, Hooper saloon, well shod, all instruments working, photograph on request; nearest £215.—Box 8671. [1968

ROLLS-ROYCE Phantom II 7-seater limousine, immaculate specimen, Hooper body, 4 new tyres, one owner; £275.—Edwards, Rother St., Stratford-on-Avon.

ROLLS-ROYCE saloons and limousines, all models, at bargain prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7644.

PHANTOM III 1937 Rolls-Royce 7-seater, face forward seats, stored for 5 years; £850.—M. W. Groom & Sons, Central Garage, Towcester. Tel. 19.

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [5723

1934 Rolls-Royce 20/25 Gurney Nutting drop head foursome, green, 94,000 miles, excellent condition; £575.—European Cars, Ltd., 129-131, Old Brompton Rd., S.W.7. Fremantle 7722. [1947

1936 Rolls-Royce owner-driver Thrupp and Maberley 25hp saloon; beautiful lines, exceptional condition; £795.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

G & M ALFREDS (1936), Ltd.—1937 Rolls-Royce 25/30, owner-driver, swept-back Barker saloon, £600 recently spent, engine reconditioned by Messrs. Rolls, outstanding condition throughout; £765 only.—6-7, Warren St., W.1. Euston 3268. [C1005

R. C. MORTLAKE offers: 1933 25hp Rolls-Royce owner driver sports saloon, with boot by Windover, in exceptionally fine condition, £435; exchanges, terms.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4604/6452. [C3017

1937 Rolls-Royce 25/30 H. J. Mulliner saloon, with division and sedance head, 59,000 miles, most beautifully maintained; £795.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

CASS'S MOTOR MART.—1935 (June) Rolls-Royce 20/25 Hooper limousine, blue and black, unblemished, guaranteed under 50,000 miles, private ownership, Rolls-Royce history; £750.—5, Warren St., W.1. Euston 4110. [C1040

ROLLS-ROYCE

20hp Rolls-Royce limousine, new body in 1939, rebored in 1953, in exceptional condition throughout.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1938 Rolls-Royce Phantom III close coupled semi-razor-edged owner driver saloon, magnificent condition, an unrepeatable low mileage car.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6831. [C4036

OWNER-DRIVER Series Gul. 30hp, winding partitioned Deluxe Hooper 4-light Saloon, extending boot, black, excellent condition, reasonable mileage, carefully maintained. £695. Alpe & Saunders Ltd. Providence Court, North Audley Street. Mayfair-2941.

695 gns.—Rolls-Royce, late 1935 20/25hp 4-door owner-driver saloon by Barker, black, sliding head, fawn leather, heater, Ace discs, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1935 Rolls-Royce 20/25 owner-driver sports saloon, with boot, by Freestone & Webb, ride control, completely overhauled at a cost of over £400 500 miles ago, finished black with green leather, beautiful condition throughout; £795.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

A & S Limousines Selection 1936/37 partitioned swept tail 30hp Limousines, Hooper, Thrupp, Rippon, forward occasionals, excellent condition carriages, black, certified mechanically, from £695.

LIMOUSINE 1938/30hp partitioned Rippon, widest forward occasionals, exceptional order, black, certified mechanically. £1075, immaculate.

WRAITH 1939 partitioned Park Ward limousine widest occasionals, desirable condition, genuine low mileage, black, (history available) carefully maintained, reasonable cost.

ALPE AND SAUNDERS LTD. (Seven passenger Rolls-Royce Specialists), Providence Court, North Audley Street. Mayfair-2941. [C1006

Rolls-Royce Cars Wanted

CM

THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0970/R

JACK

OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. [C3030

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

ROLLS-ROYCE Phantom II limousine required; about £400.—81, Alresford Rd., Winchester. [W1010

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

XXX H. F. Edwards offer immediate cash for good Rolls-Royces.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0345/R

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. [W3007

LIMOUSINES 25/30hp, good condition, with forward occasionals required. Details please. Alpe & Saunders Ltd. Providence Court, North Audley Street. Mayfair-2941. [W1006

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0350/R

MANN EGERTON & Co., Ltd., have order to buy urgently a 1937 or 1938 Rolls-Royce 25/30 sports saloon in approved first-class condition.—Inspection immediately on notification to 14, Berkeley St., London, W.1. [C2006

Rolls-Royce Spares and Service

ASERVICE unequalled.

OFFICIAL repairers Rolls-Royce cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1082/R

CC

COLBORNE GARAGE, Ltd., are pleased to announce that as in pre-war days they are once more specializing in the repair and overhaul of Rolls-Royce and Bentley cars; experienced mechanics and special tools available; cellulosing and panel beating executed on the premises.—Colborne Garage, Ltd., Ripley, Surrey. Tel. Ripley 2361-2. [1075

JACK

OLDING & Co. (MOTORS), Ltd., official Rolls-Royce service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St., Mayfair 5242. [C3030

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 10

GUY SALMON AUTOMOBILES, offer:—

1946 Rover 10 saloon, black/brown leather, an excellent example of this rare model, carefully checked over in our own workshop, thoroughly recommended; £498.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

ROVER 12

ROVER 12 sal. 1937 4-light, above average, txd.; £200, o.n.o.—Howard 2733. [1766

1939 /40 Rover 12 sports saloon, blue, heater, taxed, excellent condition; £325.—MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

ROVER 1946 (Dec.) 12hp sports saloon, heater, reconditioned; £425.—Wooldridge, High St., Crewe 2380. [1971

1939 Rover 12, excellent condition; guaranteed; £295.—Kirkdale Cars, Cobbs Corner, Sydenham S.E.26. Sydenham 6129. [C2068

1946 (Oct.) Rover 12 6-light saloon, very good condition, any trial; £365; exchanges; hire purchase.—11, Perrymead, Prestwich, Manchester. Prestwich 2057. [1925

295gns.—Rover 12, 1938 de luxe saloon, black, sliding head, blue leather, carefully used; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£544!!! Rover 12 de luxe saloon; this vehicle has been maintained in better than average condition, first registered 1948, immaculate bodywork, spotless throughout; 3 months' guarantee; hire purchase, exchanges.—LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

ROVER 14

1947 Rover 14 sports saloon, very clean and sound car; £475.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 2039 and 5306. [C4074

£495!!!—1947 Rover 14 de luxe saloon, this vehicle is magnificent and one of the finest we have ever had; 3 months' guarantee; hire purchase; exchanges.—LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1940 Rover 14, engine completely reconditioned, car now being completely recellulosed, guaranteed; £325.—Kirkdale Cars, Cobbs Corner, Sydenham S.E.26. Sydenham 6129. [C2068

A.Z. MOTORS offer for any examination immaculate 1939 Rover 14 sports 4-light saloon, fitted 5 new tyres, perfect chassis; £295!! Also 1937 16 saloon, new tyres in original condition; £150!!—100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday.

ROVER 16

1938 Rover 16 saloon, good order throughout; £165.—C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1940 Rover 16hp, black, brown interior, body in excellent condition, mechanically sound; £350.—HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). [C2032

£475!!! 1947 Rover 16 de luxe saloon, the bodywork is like new, interior excellent, whole chassis 100%, one of the finest we have had, choice 2; also 1946 from £445; 3 months' guarantee; hire purchase, exchanges.—LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 (East Finchley Underground) Finchley 6221 [C2052

1946 (September), Rover 16 saloon, black, brown leather, sunroof, very carefully looked after, fully equipped; will satisfy the most exacting inspection; £485; written guarantee; h.p.; exchanges; trade enquiries welcomed.—HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime.

ROVER 16 de luxe sportsman's saloon, total mileage under 41,000, a really superb motor car, 1938, original immaculate finish, black with blue leather upholstery and original pile carpets, this car is not only a specimen it has an outstanding performance from 8 to 80 in top gear, with perfect silence, engine, gears and transmission, the brakes are excellent, steering self centering and wonderful car to drive, to ride in this car soothes your nerves, to see it you would wish to drive it, then you would certainly buy it, a genuine bargain; £195, 300 miles trial, also photo to only genuine enquiries.—18, Clarence Rd., Manchester, 21. Tel. Chorlton 1288. [1848

ROVER 20

245gns.—Rover 20, 1938 4-door sports saloon, blue leather, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

ROVER (60, 75 and 90)

H. BEART & Co., Ltd., offer:—

1954 model Rover 75 saloon (first registered September, 1953), black/red upholstery, central gear change, fitted radio and loose seat covers, this car has covered only 7 000 miles and is like brand new throughout; excellent value at £1,125.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081

PHILIP RICKARDS, Ltd., offer:—

1954 (March) Rover 90 saloon, green/radio/covers, 9,000 miles.

PART exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

PETER BANTOCK CAR SALES, offer:—

1949 Rover 75 P3 saloon, black with French grey leather upholstery, very well maintained and in excellent condition throughout; £625.—104, High Rd., Chiswick 2725/5870 [C1014

NEW CROSS CAR MART, Ltd., offer 1948 Rover P3 60 saloon, new engine and suspension fitted by Rovers 12 months ago; £565.—Tideway 2908. [1949

1954 (June) Rover 90 saloon, grey/grey upholstery, special split-type bench seat fitted, tartan loose covers, 4,000 miles only from new, immaculate condition; £1,250.—Coventry & Jeffs, Ltd., Bristol 20091 [1757

ROVER (60, 75 and 90)

H. A. SAUNDERS, Ltd., of Worcester.

1951 Rover 75 saloon, blue with grey leather, 18,000 miles only; £865.—AUSTIN House, Worcester. Tel. 2368. [C4005

1954 Rover 90 saloon, black; £1,225.—A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [1948

1954 (July) Rover 90 grey saloon, 5,000 miles.—Westbourne 64842. [C4023

1954 (March) Rover 60 green saloon, 1,400 miles.—Westbourne 64842. [C4023

1954 Rover 90 saloon, grey with red leather upholstery, one owner; £1,150.

1951 Model Rover P.4 saloon, black with grey leather upholstery; well-maintained car; £750.—Gordon Cars (London), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2022

1948 Rover 75 sports saloon; £595; written guarantee; h.p., exchanges; trade enquiries welcomed.—HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime.

1953 Rover 75 saloon, genuine 9,000 miles, one owner, guaranteed, choice of two from £1,025.—RPCO, Ltd. (Rovers purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4.

1949 Rover 75, immaculate; £630.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1949 Rover 75 four-light sports saloon, fitted heater and radio; £625.—Dunham & Haines, Luton 2100/1. [C1079

MAY, 1954, Rover 90 saloon, black and red interior, 3,000 miles, guaranteed in immaculate condition; 9 till 6.—Euston 6071 or 2922. [1875

1954 Rover 90, grey/blue upholstery, new and unregistered, list price.—Campbell Symonds, Wembley 6262. [C1037

1954 Rover 90, 2,000 miles, as new; £1,225.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1948 Rover 75, one owner, superb condition; £565.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1951 Rover 75 P4 saloon, black with grey leather, H.M.V. radio, heater, low mileage, one owner, superb condition; £825.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441 [C1036

1949 Rover 75, one owner, grey, tartan covers, new tyres; £610.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2.

1950 Rover 75 P.4 saloon, lazeside green, heater, excellent condition throughout, 30,000 miles; £750.—Lowther's Garages, Park St., Shirley, Southampton. Tel. 71929. [1709

1954 (April) Rover 90 saloon, 4,000 miles, black with beige leather, radio, heater, as new; £1,245.—Harry Martin, 25, Devonshire Place Mews, W.1. [9455

1948 Rover 75 saloon, one owner, immaculate condition; £595; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1954 Rover P4 60, grey/blue leather, radio and heater, faultless condition, one owner; £1,065.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60519. [C1059

£595!!! Rover 60 1948 model de luxe saloon, beautiful bodywork, small mileage, only two owners since new; 3 months' guarantee; hire purchase, exchanges.—LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 (East Finchley Underground). Finchley 6221. [C2052

1948 Rover 75, radio, heater, in good order throughout, one owner since new, genuine 35,000 miles; £550.—G. Freeman, Ashwood Grange, Heathfield Rd., Woking, Surrey. [1660

ROSE & YOUNG, Ltd., offer: 1950 Rover P4 saloon, low mileage, kept as new by one private owner; £745.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464.

545gns.—Rover 75, 1948 de luxe saloon, sliding head, leather, i.f.s., loose covers, carefully used; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4018

ROVER 75 2-litre saloon, first regd. Nov., 1953, finished grey, 15,000 miles only, fitted with radio, heater and twin fog lamps, one careful owner, this is "Quality Tested" and guaranteed for 3 months; £1,100.—Seen at Adams & Gibbon, Ltd., St. Thomas St. Showrooms, Newcastle. Tel. 28281. [1668

1949 model 75, first registered Oct. '48, one owner, completely overhauled by Rovers last year, including reconditioned engine and gear box, steering, new battery, etc., etc., resprayed black, maroon leather interior in good condition, fitted heater, windscreen washer, about 12,000 miles since overhaul but still in showroom condition, only reason for sale family all grown up and large car no longer needed, demonstration within 100 miles or by arrangement, local agents report if required; £550.—Stobart, Farlam, Brampton, Cumberland. [1769

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd., a selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd. Wimbledon 0163/4. [0195/R

G & M ALFREDS (1956), Ltd.—1953 Land-Rover, privately used, above average condition, —6-7, Warren St., W.1. Euston 3266. [C1005

HARVEY HUDSON, Ltd. (the Land-Rover Specialists), offer from the finest stock of reconditioned and guaranteed Land-Rovers in the country:—

1953 model Land-Rover, 16 000 miles, one owner, in outstanding condition, the many extras include heater, spring gaiters, signals, soft and hard tops, parking, fog and spot lamps; price £525.

A CHOICE of a number of 1951 and 1952 Land-Rovers in fair condition; offers required.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C2039

1954 Land-Rover, very carefully run in and driven, private use, no towing, perfect condition, 10,000 miles only; £500.—Tringham, North Longwood, Falland, Bristol. Tel. Long Ashton 3311.

1951 Land-Rover, condition and performance well above average; £325; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

LAND-ROVER

1951 Land-Rover, green, one owner, used on public roads only; £395.—Hale Motors, Ltd., Tot. 7771-4. [C2077

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (the Land-Rover specialists) wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. [W2039

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

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FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477)

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0050/R

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel 62907. [0242/R

ALMOST new Rover required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

REQUIRED, really good Rover.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROVER buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

BIRMINGHAM.—Post-war Rovers wanted, distance no object.—Hatton Motors, Ltd., 71, Broad St., Midland 2457. [0214/R

XXX H. F. Edwards offer immediate cash for good Rovers.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

ROVER wanted, post-war, saloon, coupe or tourer.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638 [W4059

GORDON & GLYNN, 189/195, Pavilion Rd., S.W.1, urgently require '38/'39 Rover sports saloons, drop head coupes and sports tourers for cash.—Sloane 8526/4426. [W2075

POST-WAR Rovers wanted.—Wilson's Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton, S.W.2. Brixton 4011. 3, Dorking Rd., Epsom, Surrey. Epsom 3901. [0567/R

Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available —321, Romford Rd., Forest Gate, E.7 Maryland 4818 [0437/R

DAVID ROSENFIELD, Ltd., Rover Distributors Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

SIMCA

BRADSTOCK MOTORS, Ltd., offer:—

SIMCA Aronde, grey, loose covers, 3,000 miles only, 1 owner, H.M.V. Radiomobile, heater; offered at £200 under list price.—Chase Rd., Epsom 5696-7. [C1090

CLARKE'S OF PIRBRIGHT, Simca distributors, offer:—

1954 (July) Simca Aronde, 4,000 miles only; £745.—Brookwood 2201. [C1049

1954 Simca Aronde saloon, taxed, heater, 8,000 miles, as new; £745.—Whitworth Motors, 197, Oxford Rd., Manchester, 13. Tel. Ardwick 2804.

1953 Aronde, 12,000 miles, as new; £675; 3 months' guarantee.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061

1954 Simca Aronde, 2,600 miles, grey, taxed as new; £829; terms, exchanges.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [8601

SIMCA Aronde.—Several demonstration cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley. Tel Perivale 5651. [0395/R

Simca Cars Wanted

REQUIRED, really good post-war Simca.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

SINGER

£295!!!—Magnificent 1947 Singer 10 de luxe saloon, leather, excellent whole chassis 100%, vehicle outstanding; bargain price; 3 months' guarantee; hire purchase, exchanges.—LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER

SLOCOMBES, Ltd.

SINGER Roadster 1951, fine order, radio; £395; exchange, terms, guarantee.—38-52, Dudden Hill Lane (nr. Dollis Hill Underground). Willesden 4869. [C4017

AUTOMOBILIA, Ltd., offer:—

1950 Singer 1500 4-door de luxe saloon, black, beige leather, radio, heater, Flamethrower spot lamps, wing mirror, excellent condition; £425.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304.

1951 SM1500, black, in excellent condition, heater, low mileage; £425.—Box 8790. [1706

1951 Singer S.M.1500, as new; £495.—Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1954 SM Roadster, red, mileage under 1,000, taxed, 6 months' guarantee.—Pascalls of Guildford, Merrow Service Station, Guildford. 61314 and 2274.

89 gns.—Singer 9 1936 de luxe 4-door saloon, sliding head, leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

SINGER cars, all models, for cash.—Austin House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

Singer Spares and Service

LANCASHIRE'S premier stockists.—Culthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48051. [6108

THE Singer Agents for spares, service repairs, Automenders, Ltd., Lowther Garage, Perry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701/2. [0605/R

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 25514. [0219

SPORTS CARS

B. & G. MOTORS offer:—

£150—M.G. Magnette 12hp open sports 4-seater, immaculate red cellulose, new hood and tonneau.

£127—M.G. 12hp open sports 4-seater, blue, exceptionally smart and attractive car.

£125—S.S. 16hp open sports 4-seater, cream and green, one of the prettiest cars on the road, new hood, spotless.

£120—M.G. 8hp open sports 4-seater, black, knock-ons, etc.

£110—B.S.A. 10hp 1937 open sports 4-seater, immaculate red.

£110—M.G. 12hp special sports 4-seater, red, spotless.

£100—Lagonda 3-litre low-chassis open Speed-model, 4-seater, P.100 headlamps, cycle-guards and all the gubbins, really fast.

£90—M.G. 8hp special sports 2/4-seater, red.

£69—M.G. 8hp sports 2-seater, green, goes like a bomb.

£69—Hillman 10 open sports 4-seater, worth double the money.

MANY many others, easy terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3576. [C1019

CARS for the enthusiast.

IF you require a good pre-war car in excellent condition at a reasonable price we have the finest selection in the country. Our stock consists of good veteran, vintage, Continental and sports cars, with all types of coachwork. Immediate hire purchase and part exchange. We are open till 9 p.m. 7 days a week, including Saturday and Sunday for inspection.

VINTAGE AUTOS, Head Office and main Showrooms, 66, London Rd., Tooting, Mitcham 3951. Bargain basement for thoroughbreds under £150.—185, Elmers End Rd., Beckenham. Tel. 2521. [C4039

BERT MASON SPORTS CARS.

£75—Morris 8 tourer; £65, Wolseley 25 saloon; £155, S.S. Jaguar open sports 4-seater; £175, Lagonda 4½-litre saloon; £85, Lagonda sports saloon; £175, M.G. 2-litre drop head coupe; £175, Frazer Nash-B.M.W. drop head coupe.

THE above represents only a small selection of our stock; our hire-purchase terms are made especially to suit you; h.p. on all vehicles.—Best Mason Sports Cars, 77 Cricketfield Rd., Clapton, E.5. Amherst 1814.

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam Alpine special Roadster, fitted with overdrive, Alpine Mist, 9,000 miles; £1,000.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ROWLAND SMITH'S for sports cars.

795 gns.—Jaguar XK120 1951 super-sports 2-seater, high-lift camshafts, competition clutch, one owner.

475 gns.—Triumph 2000 1949 roadster coupe, new hood, carefully used.

445 gns.—Allard 1950 sports 4-seater, high-compression heads, double-choke carburettors.

395 gns.—Sunbeam-Talbot 10 October 1946 sports tourer, exceptional.

345 gns.—Morgan 4/4 1948 special sports 2-seater, concealed hood.

195 gns.—Citroen Light 15 1938 roadster coupe, good tyres.

165 gns.—Austin 7 August 1935 Nippy sports 2-seater; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

BENTLEY Red Label 3-litre 1928 Vanden Plas 4-seater, original condition, £245; 1938 Triumph Roadster d.h. coupe, £250; 1937 Brough Superior d.h. coupe, taxed, £195; 1937 M.G. 2-litre d.h. coupe, taxed, £125; 1937 Morris 8 2/4-seater, just fitted new Ford 10 engine, beautiful condition, taxed, £195; 1936 Morris 8 saloon, £95; S.S. Alpine 2½-litre 4-seater sports, very modern body, taxed, £225.—Automo, 229, West End Lane, Hampstead 3430. [1945

SPORTS CARS

PERFORMANCE CARS, The Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8841 (3 lines).

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantee, immediate h.p. and insurance B.M.T.A., M.A.A.; appointed R.A.C.

FROM over 150 in stock all plainly marked with year and price we select:—

AUSTIN-HEALEY 100 roadster, red, low mileage, 1954, £965; Austin A70 saloon, 1950, £425.

ALLARD 91P sports saloons, 1952, two from £495; Allard ⅦL d/h coupe, 1949, record. unit; £345.

AVIS 4.5 pillarless saloon, 1939, £365; Alvis Speed 25 d/h coupe, 1938, £245; 17hp saloon, 1937, £195.

A.C. 16/66 tourer, 1936, £195; A.C. 16/66 d/h coupe, 1938, £275; A.C. 16/56 saloon, 1934, £115.

ALFA-ROMEO 2.3-litre Farina saloon, 1939, £445; 2.3-litre Farina d/h foursome, 1938, £295.

ALFA-ROMEO 17/50 d/h coupe, 1933, £245; Alfa-Romeo 6C 1500 2-str., 1930, £195.

ATALANTA V12 sports 2-seater, 1939, £295; Austin 7hp Nippy 2-seater, 1935, £125.

ASTON MARTIN, large selection of pre-war models. —See under "Aston Martin" column.

BENTLEY 3½ Freestone & Webb saloon, 1935, £265; Bentley Red Label 3-litre tourer, 1925, £145.

B.S.A. 10hp 4-seater tourer, 1937, £115; B.S.A. 10hp Scout 2-seater, 1938, £125.

CITROEN Light 15 Roadster, 1939, £265; Daimler 15hp Mulliner sports saloon, 1935, £195.

DELAHAYE type 135 S.M. drop head foursome, 1949, £1,075; Delage D.6/70 saloon, 1939, £265.

FRAZER NASH-B.M.W. type 326 saloon, 1937, £295; F/N-B.M.W. type 55 2-litre coupe, 1937, £275.

FIAT 1100 sports saloon, 1940, record. unit, £245; Fiat 500, hard top, 1938, £165.

FORD Pilot 30hp saloon, 1949, £325; Ford V.8 model 78 saloon, 1937, £145.

HEALEY 2½-litre Duncan saloon, 1949, £555; Healey 2½-litre 2-seater Roadster, 1948, £595.

H.R.G. 1½-litre sports 2-seater, modified, 1938, £320; Hudson 22hp drop head foursome 1941, £245.

JAGUAR XK120, brand new and unregistered, ivory (red leather), £1,365.

JAGUAR XK120 1951 Roadsters, choice of 3 specimen models, standard or modified, from £865.

JAGUAR S.S.100 2½-litre comp. 2-strs, 1937/9, 3 from £275; S.S.100 3½-litre, 1938/9, 3 from £265.

JAGUAR 3½-litre sports saloon, late 1948, £425; Jaguar 3½-litre sports saloon, 1939, £195.

JAGUAR 2½-litre sports saloon, 1938, £215; Jaguar 1½-litre drop head coupe, 1939, £245.

JOWETT Javelin sports saloon, 1952, £545; Lancia Aprilia sports saloon, 1938, £345.

LAGONDA 2.6-litre d/h coupe, burgundy, Vantage engine, many extras, low mileage, 1953, £1,685.

LAGONDA 4½-litre LG45 drop head coupe, 1936, £295; Lagonda 4½-litre saloons, 3 from £145.

LAGONDA 3½-litre saloon, 1935, £165; Lagonda 2-litre low chassis tourers, 1930-31, from £145.

MERCEDES-BENZ type 170V sports saloon, 1938, specimen, £295; type 230 cabriolet, 1940, £245.

MORRIS Minor convertible, 1950, £395; Morris 8 tourer, 1936, £155.

MORGAN Plus 4 2-str., 1952, £415; Morgan 4/4 d/h coupe, 1939, £195; 4/4 2-str., 1948, £395.

M.G.—See large selection under M.G. column; also spares and service.

RILEYS.—See large selection under Riley column; also spares and service.

ROLLS-ROYCE Twenty 1939 Southern Motors replica, owner driver sports saloon, £465.

ROLLS-ROYCE 20 replica drop head, 1938, £395; Rolls-Royce Ph II landaulet, 1950, £145.

ROVER 12hp sports saloon, 1938, £265; Renault 8hp saloon, 1940, bargain, £195.

STANDARD 12hp d/h coupes, 1938/9, 2 from £195; Standard 14hp saloon, 1938, £195.

SINGER 9hp Le Mans 2-seaters, 3 from £145; Singer 9hp Roadster, 1939, £225.

TRIUMPH TR2 roadster, white with wire wheels, under 4,000 miles, 1954; £865.

UNIVERSALLY acclaimed the finest sports car selection in the country; please write or telephone for descriptive 15-page list and H.P. details.

PERFORMANCE CARS ANNEXE, NUMBER 1.

ALVIS Speed 20 saloon, 1933, £95; Alvis Firefly saloon, 1934, £75; Alvis 12/50 2-str., 1932, £145.

AUSTIN 7 2-str., £45; Austin 7 saloon, £25; Austin 10 saloon, £65; Austin 12 saloon, £55.

BENTLEY 6½ tourer, £145; Bentley 4½ tourer, £125; Bentley 3-ltr. 2-seater, £95. Bentley 3-ltr. 4-seater, £95.

BRADFORD Jowett 5cwt van, 1947, £145; Delage 30hp saloon, £75; Frazer Nash with V.8 unit, £125.

INVICTA 4½ low chassis coupe, £145; Lammas Graham 26hp saloon, £265.

LAGONDA 3-ltr. saloon, £95; Lagonda 4½ saloon, £145; Lagonda 2-ltr. tourer, £135.

ROVER 10hp saloon, £95; Rover 16hp saloon, £125; Riley 9 saloon, £55.

SINGER 9hp 4-str., £95; Singer 9hp 2-str., £165; Wolseley 25hp saloon £145.

PERFORMANCE CARS ANNEXE, Windmill Rd., Brentford, Middx. Ealing 8841. [C3041

JAVELIN Jupiter sports, Nov., 1951, special body, one titled owner, recent new engine; £500.—Macaulay (London) 7211. [1735

£215—Frazer Nash Colmore 2/4-seater, very good condition throughout, twin ohc Blackburn engine.—Underwood-Rusling, 28, Queensberry Rd., Kettering. Tel. 3351. [C4075

CHIPSTEAD MOTORS, Ltd.—Specialists in high-grade sports and racing cars.—See under Alfa-Romeo, Alvis, Aston Martin, Jaguar, Lagonda, M.G. and Rolls-Royce columns; allow us to quote for your present car. [C1046

JOHNSON & BROWN offer 1933 Frazer Nash T.T. Rep., £175; Aston Martin Le Mans 4-seater 2-litre engine, £350; 1924 Targa Floria 2-seater, £275; coupe, £450; 1949 Allard 2-seater, £375.—Ringers Rd., Bromley, Ravensbourne 2522. [C2073

CHILTERN CARS offer a selection of sports cars in exceptional condition, including: Alvis 12/50 TJ saloon, £95; Alvis Speed 20 tourers, choice of 2 from £115; 1939 24hp Dodge shooting brake, £135; 1936 Frazer Nash-B.M.W. Type 319 foursome cabriolet, £145; 1938 Frazer Nash-B.M.W. Type 320 foursome cabriolet, £285; Morris Cowley 2-seater fixed head coupe, £75; Riley Sprite 2-seater, crash box, £355; 1938 Triumph Dolomite 14hp sports saloon, £225; 1951 24hp Vauxhall Hurlingham Roadster, £95; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JOHNSON & BROWN, require clean sports cars.—Ringers Rd., Bromley, Ravensbourne 2522. [W2073

WANTED, car suitable for sports car racing; up to £1,000 offered.—6, The Avenue, Middlesbrough.

PERFORMANCE CARS.—S.O.S.! Stock sinking rapidly; sports cars wanted desperately for cash.—Great West Rd., Brentford, Middlesex. Ealing 8841.

MERCURY MOTORS wish to purchase good used sports cars of most types—M.G., Riley, Sunbeam-Talbot, Morgans, etc.; please write, 'phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middx. Wemsley 6058-9. [W3014

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Perry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

STANDARD 8

CAR MART, Ltd.

1954 Standard 8hp saloon; £460.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

SLOCOMBES, Ltd.

STANDARD 8 tourer 1951, new hood, etc.; £310; terms, guarantee.—38-52, Dudden Hill Lane (nr. Dollis Hill Underground.) Willesden 4869. [C4017

OVERSEAS CARS, Ltd., offer:—

1954 Standard 8 saloon, grey, fitted heater and other extras, 4,200 miles only, perfect; £515.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

ENGINES-RECONDITIONED, Ltd., offer:—

1940 Standard 8 saloon, black with blue leather; £175.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070

1948 Standard 8 saloon, in grey; £275.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

NEW Standard 8, unregistered, heater; list price.—New Cross 3704. [1958

1954 (March) Standard 8 saloon, grey, fitted heater; £485.—Lyne Studio, Ide Hill 322.

1948 Standard 8 sln., exceptional; £310.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1954 (June) Standard saloon, grey, low mileage, one owner; £485.—Dobsons, Ltd., Staines 801. [C1074

1954 (March) Standard 8 saloon, black, heater, many extras, 8,000 miles only, one owner, as new; £485.—52, Kings Rd., Horsham. Tel. 1946. [1469

1946 Standard 8 d/h coupe, new engine and re-sprayed 1,500 miles ago; £265.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

1948 Standard 8 saloon, fawn, reconditioned engine; £315; exchanges; h.p. terms.—Mitchell Erskine, Ltd., 105, Queensway, Bayswater, W.2. Bay. 5929. [C2081

£295!!! 1947 Standard 8 de luxe saloon, spotless vehicle, speedometer reads 22,000, genuine bargain; choice of 2; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£185.—1939 Standard 8 foursome drop head coupe, excellent condition; bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

PRIDE & CLARKE, Ltd.—1954 Standard 8 saloons, 4,000/5,000 miles, choice several colours and specifications; from £459; three month' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

245 gns.—Standard 8 November 1946 tourer, reconditioned engine, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

TANKARD & SMITH, Ltd., offer 1954 Standard 8 saloon, grey, many extras, low mileage, one owner, immaculate condition; £475; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

STANDARD 9

37/38 Standard Flying Nine saloon, good condition, recent extensive engine overhaul, new battery, etc.; nearest £125.—Orpington 25974. [1795

STANDARD 10

1954 Standard 10 4-door saloon, works mileage; £645.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

STANDARD 12

GUY SALMON AUTOMOBILES offer:—

1948 Standard 12 drop head coupe, most exceptional condition for its year; £369.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

175 gns. Standard 12 1939 model de luxe saloon, sliding head, leather, i.f.s., good condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD 14

AUTOMOBILIA, Ltd., offer:—

1948 (July) Standard 14 foursome convertible coupe, black, beige leather, excellent condition; £325.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

HENDON CENTRAL GARAGE, Ltd., offer:—

1948 Standard 14 saloon, taxed year, extremely good order throughout; £365.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1948 Standard 14 drop head, grey and fawn top, very carefully used, immaculate throughout, guaranteed; £350.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

STANDARD VANGUARD

1952 Standard Vanguard, black with red upholstery, fitted heater, 22,000 miles; £585.—Coventry & Jeffs, Ltd., Bristol 20091. [1758

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

J. DAVY, Ltd.

1951 saloon, one owner, under 20,000 miles, exceptional condition, extras; £495.

1952 saloon, hide, heater, overdrive, 17,000 miles, as new condition; £595.

1954 (July) saloon, overdrive, H.M.V., undersealed, 6,000 miles, literally unmarked; £825.—180/4, Kensington High St. Western 9641. [C1069

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY. The Hire-Purchase specialists.

1951 Standard Vanguard saloon, original cellulose in excellent condition, leather interior, 31,000 miles, radio and heater, new tyres and battery, one owner only; 459gns or £121/19 deposit

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

CAR MART, Ltd.

1952 Standard Vanguard saloon; £575.—Car Mart, Ltd. 37, Davies St., Grosvenor Square, Mayfair 5011. [C1039

AUTOMOBILIA, Ltd., offer:—

1951 (Sept.) Standard Vanguard Estate, silver grey, red leather, one titled owner, excellent condition; £575.

1591 (Nov.) Standard Vanguard 4-door de luxe saloon, grey, red leather, heater, fog lamps, low mileage, exceptional condition; £535.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

B. J. HUNTER, Ltd., offer:—

1953 Vanguard saloon, one most careful owner; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1952 Standard Vanguard estate car, blue, blue upholstery, radio, heater, many extras, regarded mileage 20,130; £695

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

GLANFIELD LAWRENCE offer:—

1953 Standard Vanguard saloon, black, 18,000 miles, heater, literally unmarked throughout; £590.—407, High Rd., N.12. Finchley 0091. [C2053

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1949 Standard Vanguard; £375.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1953 Standard Vanguard, 6,000 miles; £635.—Below.

1952 Standard Vanguard; £575.—Below.

1949 Standard Vanguard, one owner, 26,000 miles, genuine; £445; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1952 Standard Vanguard, 20,000 miles, one owner, excellent condition; £525.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). [C4022

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1949 Standard Vanguard saloon, finished grey, excellent condition throughout; £385 [C1001

1951 Standard Vanguard Estate car, green, very good condition; £575.—Below.

1952 Standard Vanguard saloon, radio, heater, low mileage; £565.—Hale Motors, Ltd, Tot. 7771/4. [C2077

STANDARD 1954 Vanguard Phase II one-owner saloon, blue with red, 5,000 miles; £750.—Below.

VANGUARD 1952 one-owner estate car, green with beige leather, heater, radio, 44,000 milees; £625.—Mayfair 5242. [C3030

1949 Standard Vanguard saloon, black with brown leather upholstery, heater, exceptionally good order, 3 months' guarantee; £395.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1951 Vanguard, black, red leather, heater, one owner, excellent condition; £495.—K. J. Motors, Ltd., Bromley, Ravensbourne 3456. [1855

CAMDEN MOTORS offer choice of eight Standard Vanguard estate cars.—See selection on full page advert in this issue. [C1035

545gns.—Standard Vanguard 1953 saloon, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below:—

425gns.—Standard Vanguard late 1950 saloon, radio, heater, carefully used; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1952 Vanguard Phase I, blue leather, heater, one owner, carefully used; £575.—K. J. Motors, Ltd., Bromley, Ravensbourne 3456. [1856

1950 Vanguard Estate, leather, one owner, fine condition, £375.—46, Fairfield Close, Shoreham, Sussex. Southwick 3231 [1891

1953 Vanguard saloon, one owner, leather; £595; written guarantee; h.p., exchanges; trade inquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime.

1952 Vanguard saloon, blue, heater, one lady owner, beautiful condition; £525.—Bexhill Motor Co., Ltd London Rd, Bexhill 2000. [1380

1951 (November) Standard Vanguard, black, heater, 26,000 miles; £465.—Vandervells, Ltd., 215 Haverstock Hill, N.W.3. Primrose 4441.

STANDARD Vanguard 1948, radio and heater, speedometer 30,591, chauffeur maintained, in good condition; £400 or near offer.—Master, Barrow Green Court, Oxted 100. [1740

1949 (Registered July) Vanguard saloon, leather and heater £395.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171 [1913

STANDARD VANGUARD

1949 (December) Vanguard saloon, good condition, carefully maintained; £375.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [1934

VANGUARD 1951, grey, red leather, heater, radio, overdrive, 27,100, private, very nice condition; £500.—236, Whitehorse Rd., West Croydon, Surrey. [1831

1953 Vanguard Phase II, dual colour, blue and grey, radio, heater, overdrive, leather, one owner, low mileage; £725.—L. F. Dove, Ltd., 69, Broadway, Wimbledon S.W.19. Liberty 3456. [C1077

1952 Standard Vanguard saloon, comet blue, red leather, one owner, taxed; 3 months' guarantee; £575.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1953/54 delivered December 18 '53 Vanguard saloon, 7,400 miles, fitted radio, heater, overdrive, spot lamp, duo-colour (grey and black), red upholstery; £725.—Harry Martin, 23, Devonshire Place Mews, W.1. [1894

VANGUARD 1952 saloon, overdrive, heater, radio, leather, screen washer, spot, loose covers, 28,000, 25/30 mpg, perfect chassis, taxed; £575.—Gerald Leventon, Ltd., 181 High St., Rickmansworth 3326 5151. [1608

1953 (June) Standard Vanguard Estate Car, leather, heater, one owner; £735.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [1893

PRIDE & CLARKE, Ltd.—1953 Standard Vanguard Phase II saloon, grey/blue, 13,000 miles, heater, radio, covers; £649; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251.

1952 Vanguard, fitted overdrive, radio, heater, spot-light; sacrifice, £550!!! Also 1949-50, radio and heater; £325!!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. Open all day Saturday.

CASS'S MOTOR MART.—1951 (Nov.) Standard Vanguard 4-door estate grey, maroon hide, H.M.V. radio, heater, genuine 26,000 miles, outstanding condition, one owner; £650; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

TANKARD & SMITH, Ltd., offer 1952 Standard Vanguard saloon, blue/blue leather, exceptional condition throughout; £565; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

1953 (July) Standard Vanguard Phase II, grey, heater, radio, and many useful extras, one owner, superb condition in every detail; £695; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1949 Standard Vanguard saloon, champagne, brown leather upholstery, wheel discs, Ace Rimbellishers, wing mirrors, spot light, overriders, nice looking car; £395.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 2039 and 5306. [C4074

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Vanguard required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0052/R

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

PRIVATELY owned Standard 12 or 14.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham N.15 [0181/R

XXX H. F. Edwards offer immediate cash for good Standards.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Standard Spares and Service

KJ MOTORS, Ltd.—Spares, reconditioned units, Girling, Radiomobile agents.—Bromley. Rav. 3456. [0367

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd. New York Rd., Leeds, 2. Tel. 29439 [0301/R

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [3774

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

LANKESTER ENG. Co., Ltd (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call, orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 3151-6. [0286/R

STANDARD spares all models from 1935 (replacement units from 1938), complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexander Terrace, Guildford 6391. [4251

HALLS (FINCHLEY) Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave. Finchley N.3. Finchley 5908/9. [0002/R

STUDEBAKER

SIMPSON'S offer:—

1953 (late) Studebaker Champion, latest Farina

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High St., Wembley 8691/3903. [C4015

METCALFE & MUNDY, Ltd.

1952 Studebaker Champion 4-door saloon, one owner, 10,000 miles, literally unmarked.

1951 Studebaker Commander convertible, V8 engine, Hydramatic drive, fitted with power operated top, whitewall tyres and all extras.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1940 Studebaker 22hp, immaculate car; £320; 5 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

STUDEBAKER

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire-Purchase specialists.

1939 Studebaker Commander 4-door saloon, steering column gear change, really immaculate throughout, radio, heater, seat covers, 5 excellent tyres, engine recently overhauled; 269gns or £71/9 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

TOM GARNER, Ltd., offer:—

1953/4 Studebaker V.8 Land Cruiser de luxe sedan (r.h.d.), grey, 8,000 miles only; £2,150.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

SUNBEAM ALPINE

GEORGE HARTWELL, Ltd.

SUNBEAM Alpine, 1953 (October), duo-tone cherry red/ivory, special fixed head coupe, with Ghia tuned engine, 8,000 miles only, a unique and most attractive car; £995.

CONFIDENTIAL hire purchase; part exchanges.

35—41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079

TOM GARNER, Ltd., offer:—

1954 Sunbeam Alpine sports 2-seater, sapphire blue, 4,000 miles only; £1,025.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam Alpine special Roadster, fitted with overdrive, Alpine mist, 9,000 miles; £1,000.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1954 (March) Sunbeam Alpine 2-seater coupe, coronation red, one owner, as new; £935.

RIPCO, Ltd. (Sunbeams purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4.

SUNBEAM Alpine 4050, May, 1954, Alpine mist and red interior; £900.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Biddulph 3174. [1634

1954 Alpine, heater, whitewall tyres, one owner, 9,000 miles, as new; £865.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth, Elmbridge 2254-5. [C4081

1954 model Sunbeam Alpine grey, red leather, heater, 8,000 miles; £850.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1487

1954 Sunbeam Alpine Roadster, finished midnight blue and light metallic grey with French grey upholstery, 15,000 miles, radio, heater, fog lamps, a very attractive car; £985.—Castle's, Church Gate, Leicester. Tel. 65251. [1100

1954 (May) Sunbeam Alpine, finished Coronation red with cream upholstery, under 6,000 miles, a virtually new car throughout; £895; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

SUNBEAM-TALBOT

DICKS.

1939 Sunbeam-Talbot 10hp saloon, full de luxe model; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888/9. [C1072

CAR MART, Ltd.

1951/2 Sunbeam-Talbot 90 coupe, heater; £665.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY. The Hire-Purchase specialists.

1938 Sunbeam-Talbot 3-litre saloon, extremely attractive coachwork, in excellent condition, various extras fitted including twin-tone horns, Ace Rimbellishers, etc.; 219gns, or £77/19 deposit.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

GEORGE HARTWELL, Ltd.

SUNBEAM-TALBOT 1953 90 Mark IIa special Hartwell 2-seater drop head coupe, fitted with ohv 2½-litre tuned engine, 4.22 axle ratio, the most attractive and fastest of its type in existence, negligible mileage, finished coronation red with red interior; £995.

SUNBEAM-TALBOT 1952 90 Mark II convertible, gun grey, radio and heater, fog lamp; £725.

SUNBEAM-TALBOT 1951 90 Mark II convertible, satin bronze/red, fitted heater, immaculate throughout; £695.

CONFIDENTIAL hire purchase; part exchange.

35—41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079

TOM GARNER, Ltd., offer:—

1952 Sunbeam-Talbot 90 Mark II saloon, bronze, heater, 9,000 miles only; £795.

1954 Sunbeam-Talbot 90 Mark IIA saloon, black, 2,500 miles only; £1,050.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. BEART & Co., Ltd., offer:—

1953 Sunbeam-Talbot saloon, fitted radio, loose seat covers, genuine low mileage, and in superb condition throughout, full details on request; £895.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1061

1939 Sunbeam-Talbot 2-litre saloon, guaranteed; £225; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3023

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

CHIPSTEAD MOTORS, Ltd., offer:—

!!!—1954 late sports saloon, 5,500 miles, under sealed, *** washers, radio, heater, latest type steering, etc., magnificent condition, indistinguishable from new; £975.—CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

WARWICK WRIGHT, Ltd., offer:—

1953 (October) Sunbeam-Talbot 90 Mark IIa saloon, gun grey, radio and heater, 8,000 miles; £945.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1939 Sunbeam-Talbot 20hp, £235; 3 months' guarantee; terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1954 Sunbeam-Talbot 2A saloon, as new, heater, radio, loose covers, wing mirrors, etc.; £1,075.—A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [1294

SUNBEAM-TALBOT 1952 90 Mark II one-owner saloon, green with beige hide, radio, 39,000 miles; £675.—Mayfair 5242. [C3030

1950 Sunbeam-Talbot 90, perfect running order, H.M.V. radio, body and interior in very good order.

R. CHARLISH, Ltd., Priory Lane, Bungay. Tel. 302. [1881

1939 Sunbeam-Talbot 10 saloon; £265.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. [1917

395 gns.—Sunbeam-Talbot 10 October 1946 sports tourer, metallichrome blue, grey leather, exceptional; terms, exchanges.—Rowland Smith, below:—

225 gns.—Sunbeam-Talbot 10 1940 sports saloon, sliding head, leather, good condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

SUNBEAM-TALBOT sports saloon (Dec. '47), new brakes, upholstery, engine reconditioned, immaculate throughout, 32 mpg; £385, offer.—Box 8674.

1950 (November) Sunbeam-Talbot 90 drop head foursome, heater; £565; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime.

SUNBEAM 90, May, 1954, black, seat covers, etc., bargain; £850.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Biddulph 3174. [1639

1954 model Sunbeam-Talbot Mark IIa saloon, 4,000 miles, heater and radio, as new; attractive price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1947 Sunbeam-Talbot 10 saloon, really nice condition, engine overhauled, bargain; £375.—A. Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday. [C1011

ARCHIE SIMONS & Co., Ltd.—1952 Sunbeam-Talbot Mark II saloon, black fawn leather, fitted heater, excellent condition; £725.—94, Gt. Portland St., W.1. Lan. 1345.

JACK ROSE, Ltd., offer 1950 (August) Sunbeam-Talbot 80 convertible with radio, almost unmarked, any examination; £585.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1954 (May) Sunbeam-Talbot 90 saloon, crystal green, light green leather, mileage only 2,900, unmarked; £965.—Ebdons Automobiles, Ltd., Rootes Group Distributors, Cheltenham. Tel. 55391. [1759

£675 !!!—Sunbeam-Talbot 90 Mark II de luxe saloon, impeccable and spotless condition, speedometer reads 15,000 miles, the whole vehicle looks and runs as though it's only done 5,000 miles; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£535 !!—Sunbeam-Talbot 90, late property of genuine enthusiast, and in simply unbelievable condition; fitted H.M.V. radio, heater, Ace Rimbellishers, twin wing mirrors, etc., superb mechanical order, engine polished like chrome; this is too good to miss! Terms, exchanges, etc.—Grays Cars (London), Ltd., 277, Green Lanes, N.13. Pal. 2365. [1929

XXX 1952 Sunbeam-Talbot 90 Mark II sports saloon, a most attractive one-owner car, black with red leather, heater and sliding roof, delightful performance, immaculate appearance; written guarantee; £725; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

Sunbeam-Talbot Cars Wanted

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411)

MANCHESTER.—129, Deansgate (Blackfriars 6677)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel Grosvenor 3401. [0111/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

SUNBEAM-TALBOT cars, all models, for cash.—Austin House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 9011 (10 lines).

ALMOST new Sunbeam-Talbot required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

XXX H. F. Edwards offer immediate cash for good Sunbeam-Talbots.—28-30, Upper High St., Epsom, Surrey. Tel Epsom 9400. [W2000

REQUIRED, really good post-war Sunbeam-Talbot.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

URGENTLY required, 1949-53 Sunbeam-Talbot 80 or 90 saloons.—Gibson's Sports Car (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

Sunbeam-Talbot Cars Wanted

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

TALBOT

1937 Talbot 10 saloon; £155; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

175 gns.—Talbot 1938 3-litre 4-door sports saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-36, included ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured, including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

TRIUMPH

B. J. HUNTER Ltd., offer:—

1949 Triumph 2000 coupe, ex-property of engineer, £495.

B. J. HUNTER Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GLANFIELD LAWRENCE offer:—

1947 Triumph 1800 Roadster, black, recellulosed, new hood, engine reconditioned, magnificent throughout; £449.—407, High Rd., N.12. Finchley 0091. [C2053

SAUL & SLATTER, Ltd., offer:—

1954 (Sept.) Triumph T.R.2, green, with overdrive, 2,000 miles; £795.

44—46, Aldermans Hill, London, N.13. Tel. Palmers Green 3631-2-3. [C4002

GUY SALMON AUTOMOBILES offer:—

1955 Triumph T.R.2, works mileage, leather, overdrive, available for immediate delivery.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

LEONARD WILLIAMS & Co., Ltd., offer:—

1953 (December) Triumph TR2 sports, in geranium pink with dark red leather upholstery, extra equipment includes heater, wire wheels with knock-on hubs, oversized tyres, tonneau cover, one owner car at only 3,900 miles, immaculate condition; £765.

LEONARD WILLIAMS, Distributors, Ltd., Packard Buildings, Gt. West Rd., Brentford, Ealing 3400.

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Triumph Mayflower saloon, low mileage, fitted heater, perfect condition throughout; £575.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 3084-5. [C2034

1951 Triumph Renown saloon, black; £565.—Hale Motors, Ltd. Tot. 7771-4. [C2077

1947 (Sept.) Roadster, black, superb condition, recent overhaul, taxed; £425.—Mayfair 0131.

1952 Mayflower, radio and heater, as new; £565; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

12000 miles.—1953 Triumph Mayflower, jade green and fawn, one meticulous owner, spare unused, taxed; £565.

1953 (Apl.) Triumph Mayflower, grey, loose covers, heater, 6,000 miles, one owner since new, immaculate condition; £595.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2.

£465—Triumph Roadster 1948, exceptionally well kept, rear unused, twin spots and horns; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

£450—Triumph 1800 1948 razor edge 4-door saloon, one owner, exceptional throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017/1

1952 Mayflower, radio, heater; £545; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime.

475 gns.—Triumph 2000 1949 Roadster coupe, mist green, leather, heater, new hood, unmarked; terms, exchanges.—Rowland Smith, below.

69 gns.—Triumph Gloria, November 1954, 10hp sports saloon; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Triumph Mayflower saloon, immaculate; £450.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 2039 and 5506. [C4074

1951 Triumph Mayflower saloon; £425.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. [1916

£495 !!!—1949 Triumph 2000 Roadster, immaculate and spotless condition, choice of 2; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1949 Triumph Roadster, new hood; £480.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent.

1948 Triumph 1800 Roadster, an extremely attractive and beautifully maintained car, taxed; £435.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

1952 Triumph Mayflower, black saloon, heater, leather, 10,000 miles only, immaculate condition; £550.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1025

1953 Triumph Mayflower, jade green, saloon, perfect condition, low mileage, recently decarbonised by makers; £575.—Wilson, Crook Cottage, Cookham, Berks. [1656

TRIUMPH

1952 Triumph Renown saloon, green, heater, radio, excellent condition.—Gordon Cars (Drophead), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611.

DECEMBER, 1940, 14hp Triumph Dolomite drophead coupe, reconditioned throughout, recellulosed, a quality car; 300 guineas; seen Dorset.—Box 8735.

1952—Mayflower saloon, one owner; £475 or terms.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mountview 3451.

1949 Triumph roadster 2000, black, radio, new hood, reconditioned engine 3,000 miles, very good condition throughout; £480.—Box 8732. [1631

1953 (May) Mayflower saloon, black, heater, one owner, low mileage, guaranteed; £525; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704/5968. [C3034

1949 Triumph 2000 Roadster, metallic bronze with red hide upholstery, fitted with new hood and two new tyres; £465.—Keiths Motor Co., Ltd., 141, Green Lanes, Palmers Green, N.13. Bowes Park 1500.

1938 Triumph Dolomite, green sports saloon; £180.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Tube Station.) Open 9 a.m.-7.30 p.m. and Sunday mornings (for inspection). [2050

TRIUMPH Gloria, 1938, 14 saloon, exceptionally nice lines and offered at the low figure of £150; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon. Thornton Heath 4657. [1549

1953 (Dec., '52) Triumph Mayflower, green, leather, radio and heater, taxed, 13,400 miles (genuine), excellent condition; £580.—Browning, 7, St. Michael's Rd., Kingsteignton, Newton Abbot, Devon.

1953 Triumph Mayflower, grey/blue, heater, one owner, 18,000 miles; 6 months' guarantee; £575.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252.

ANOTHER 1949 Triumph 2000 grey roadster, good genuine, original car, taxed; £465; Trade Enquiries Welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube Camden Town Station). Euston 2700 and 8894. [C3059

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Triumph required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MARSTON MOTOR Co., Ltd. for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0918/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7735. [0145/R

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0302/R

PRE-WAR Triumph, all spares, new and second-hand, immediate attention.—C. W. Green and Sons, Brayford, Lincoln. Tel. 10884. [7292

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R

UTILITY CARS

THE UTILITY VEHICLE CENTRE offer:—

A LARGE selection of post- and pre-war Utilicons, estate cars, station wagons, etc., always in stock; enquiries invited.

100 Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). [C4072

COACHCRAFT offer:—

£350—Alvis 14hp, 1947-8 estate brake, one owner only, extremely well kept vehicle, in first-class order throughout, full history and maintenance data available; 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

ELM AUTOSALES offer:—

MORRIS Minor utility conversion, Dec., 1953, latest type o.h.v., fitted windows and extra seats, 11,000 miles only, one owner, fitted heater undersealed, interior lights, full saloon front seats, really attractive vehicle finished in powder blue, ideal for family or business use; £450.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

K. HENRY, Ltd., offer:—

1952 A70 specially built 4-door estate; £625.

1951 Ford 5cwt Martin Walter specimen car; £315.

1950 Allard utility, steering column change; £350.

1948 Bradford utility; £195.

1948 Fordson 10 utility; £245; and many others.

K. HENRY, Ltd., 63/65 Great Portland St., London, W.1. Langham 3635 and 3954. Open till 8 p.m.

ROYS AUTOMOBILES, Ltd., offer:—

1947 Bedford 10/12 estate 7-seater, £325, another £165; 1949 Morris 10, £350; 1947 Morris 10, £265, another £165; 1953 Ford 10 Utilecon £450, another £285; 1952 A40 Countryman type utility, £450; 1949 Bradford, £195; 1948 Minx estate Phase II, £350; 1938 Minx, £125; many others; Trade Enquiries Welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

1954 (Nov.) Hillman Husky, works mileage; £645.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

CAMDEN MOTORS offer a wide selection of estate cars and utilities.—See full page advert in this issue. [C1035

BEDFORD Dormobiles by Martin Walter.—A few low-mileage models in stock.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

ROWLAND SMITH'S for Utility Cars.

395gns.—Lea-Francis, 1947 14hp shooting brake, 4-door 5-seater, natural timber body, fold-flush rear seating, rear entrance, excellent condition; terms, exchanges.—Rowland Smith, below.

365gns.—Hillman Minx, 1948 estate car, grey, brown upholstery, fold-flush rear seating, steering column gearchange, excellent condition; terms, exchanges.—Rowland Smith, below.

295gns.—Ford V.8, 1939 30hp 91A 4-door 8-seater estate car, natural timber body, leather, heater, drop tailboard, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Austin A40 Countryman, small mileage, as new; £650; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

BEDFORD Dormobile, 1954, works mileage; £775.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

£495.—Fordson estate car, 1953, 7-seater, fully folding seats, ideal for private or business use.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2006

1946 Hillman 10 truck; £75.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. [1915

BUNTINGS MOTOR EXCHANGE for Utilities, all makes, Bradford specialists, list on request.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1949 Bradford de luxe utility, exceptional condition; £275.—Buntings Motor Exchange, Bonnersfield Lane, S. Harrow. Tel. 6225-6. [1428

ROLLS-ROYCE, Hillman, Austin and Fords, utilities and shooting brakes.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

HILLMAN Phase II estate car, first-class condition throughout; £385.—Gerald Leventon, Ltd., 161, High St., Rickmansworth 3326/5151. [1609

ALVIS 14hp estate car, 1947, really attractive vehicle in spotless condition; fold flat seats, suitable for business and pleasure; coachbuilt body; fast and economical; £375.
R. Charlish, Ltd., Priory Lane, Bungay. Tel. 302. [1882

1954 (Sept.) latest model Morris J-type Martin Walter Dormobile, finished green and grey, mileage under 500.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4374. [C4035

1954 (October) Bedford Spurmobile, works mileage; £675! Also 1947 Ford V8 utility, sacrifice; £135!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4725. Open all day Saturday. [C1011

G & M ALFREDS (1936), Ltd.—1952 Standard Vanguard estate car, radio, heater, 14,000 miles, above average condition; 1953 Bedford Windsor special utility, folding seats, 10 persons.—6-7, Warren St., W.1. Euston 3268. [C1005

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

25 utilities wanted; why accept less for your Dormobile, estate car or shooting brake when you can get its full market value from
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [W2006

BEDFORD Dormobile by Martin Walter wanted.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

ROYS always good buyers of utilities.—127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894 [W3059

ESTATE cars and utilities.—Several wanted for special contract; must be mechanically sound and proper bodies.—Please 'phone Euston 3917, or write partics., Autobuyers, 24, Warren St., London, W.1. [9614

VAUXHALL 10

£165.—1938 Vauxhall 10 de luxe saloon; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

VAUXHALL 12

1947 Vauxhall 12, as new; £365.—3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

VAUXHALL 12/4 saloon 1939, black body, green interior; £235; terms, exchanges.—Norman Autos, 344-354, London Rd., West Croydon. Thornton Heath 4657. [1545

1948 Vauxhall 12 4-door saloon black, recon. engine, mechanically and body good throughout, guaranteed; £355.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

VAUXHALL 14

1937 Vauxhall 14; £185; 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1946 Vauxhall 14 saloon, excellent, guaranteed; £275; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1939 Vauxhall 14 J saloon, recellulosed metallic grey, blue leather upholstery, loose covers, twin spotlamps, heater, recent engine overhaul, good tyres, taxed, 1950 condition; £285.
XL SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

1947 Vauxhall 14 J-type saloon, black, excellent condition; £350; exchanges, h.p. terms.—Mitchell Erskine, Ltd., 105, Queensway, Bayswater, W.2. Bay. 5929. [C2081

VAUXHALL WYVERN

WANSTEAD MOTORS, Ltd., offer:—

1954 Vauxhall Wyvern, green, heater, 1,000 miles only; £735.
WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7 [C4042

VAUXHALL WYVERN

ELITE MOTORS offer:—

1954 Vauxhall Wyvern saloon, green/green, radio, heater, screen washers, authenticated mileage of 10,000, one owner; £735.

1951 Vauxhall Wyvern saloon, dark blue/brown, heater, excellent coachwork, faultless mechanically; £515.
ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

1953 Vauxhall Wyvern saloon, 19,000 miles only; £645.—Hale Motors, Ltd. Tot. 7771-4. [C2077

1953 Wyvern, grey, heater, windscreen washers, spotlamp, carefully used, guaranteed; £650.—Campbell Symonds, Wembley 6262. [C1037

1952 (September) Vauxhall Wyvern, saloon de luxe; £595; 3 months' written guarantee.—Browns Garage, Loughton (Essex) 6262. (Tube.) [C1034

1950 (March) Wyvern saloon, excellent condition, guaranteed; £455; exchanges and terms;—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

1954 Vauxhall Wyvern saloon, radio, 2,000 miles; £745.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1953 Vauxhall Wyvern saloons, choice of 2, green or black; Sept., Dec., excellent condition throughout; nominal mileage; terms and exchange; 645gns.—Mealing Motors, Ltd., 99, Richardson St., High Wycombe, 3160 (4 lines). [1874

PRIDE & CLARKE, Ltd.—1954 Vauxhall Wyvern saloon, blue/blue, 2,000 miles, radio, £769; 1953, grey/red, 9,000 miles, heater, £699; 1949, black/brown, £419; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1949 Vauxhall Wyvern saloon, finished green, loose covers, etc., superb order throughout, low total mileage; terms, exchanges.—Dudley Cobbold Automobiles, 208, 210, 216, The Broadway, Wimbledon, S.W.19. Cherrywood 3366. [1861

Vauxhall Wyvern Cars Wanted

ALMOST new Wyvern required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

25 Wyvern saloons wanted; why accept less for your Wyvern saloon when you can get its full market value from
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [W2008

VAUXHALL VELOX

CAR MART, Ltd.

1953 Vauxhall Velox saloon, heater; £725.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

HENDON CENTRAL GARAGE, Ltd. offer:—

1952 Vauxhall Velox, fitted heater, taxed year, whole car as new; £650.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1953 Vauxhall Velox, small mileage, numerous extras; £695; 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

VAUXHALL Velox, June, 1954, lady owner emigrating, as new, £40 worth of extras; nearest to £800.—Breach, Bazil Street Hotel, W.1. [9718

1953 Velox, unblemished, heater, screenwashers, etc., one owner; £695; written guarantee; h.p., exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

1952 Vauxhall Velox, new look, one owner, 2-tone leather, as new; price £575.—46, Fairfield Close, Shoreham, Sussex. Southwick 3231. [1887

1954 Velox, just run in, heater and many extras; £775.—Arnott Garages, Grange Rd., Willesden Green, N.W.10. Willesden 7571. [1859

£399!!!—1949/50 Vauxhall Velox de luxe saloon, low mileage, spotless condition; choice of 2; three months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1954 Velox, black, red upholstery, radio, heater, low mileage, one owner, immaculate; £745.—K. J. Motors, Ltd., Bromley. Ravensbourne 3456. [1854

1952 Vauxhall Velox saloon, heater and radio, mileage under 20,000, one owner, licensed; £590.—H. E. Griffin, Haywards Heath. Tel. 395. [1690

1952 Vauxhall Velox, black, beige leather, heater, radio, nominal mileage, one owner; £640.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

1949 Vauxhall Velox, green, radio and heater, link mats, excellent condition; £395.—Roderick, 20, Geneva Rd., Thornton Heath, Surrey. Tel. Tho. 1336. [1768

1952 Vauxhall Velox, one owner, immaculate condition; £625; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

G & M ALFREDS (1936), Ltd.—1950 Vauxhall Velox, fitted radio and heater, low mileage, above average condition.—6-7, Warren St., W.1. Euston 3268. [C1005

1955 latest mode Vauxhall Velox finished black, registered but unused; part exchange enquiries welcomed.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1953 Vauxhall Velox, silver grey, recorded mileage 8,000, serviced and maintained by one very careful owner in new condition; £695.—Hillwood Motors, Watford Way, Mill Hill (London) 4232. [1722

445gns.—Vauxhall Velox, 1950 saloon, silver grey, red leather, heater, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Vauxhall Velox, black, red leather, bodywork and interior immaculate, mechanically faultless; £450; terms, part exchanges.—Tate & Hitchens, Ltd., Hayes Cres., Temple Fortune, N.W.11. Speedwell 9873 [1555

VAUXHALL VELOX

HAMILTON MOTORS (LONDON), Ltd., 466/490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1954 Velox, heater and radio, grey, low mileage; £775.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

1953 Velox, one owner-driver, guaranteed 20,000, £120 extras, works radio, heater, spotlights, screenwash, Karobes, link mats, completely undersealed, A.A. exam. welcomed; £650; terms, exchanges.—Birmingham Bearwood 1197 (any time). [1879

PRIDE & CLARKE, Ltd.—1954 Vauxhall Velox saloon, grey/grey, 1,000 miles, heater, £769; 1953, grey/grey, 15,000 miles, heater, £719; 1949, black/brown, heater, covers, £439; 1948, black/brown, heater, £399; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Vauxhall Velox Cars Wanted

ALMOST new Velox required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

VAUXHALL 20

£99!!!—Magnificent Vauxhall 20 de luxe saloon, undoubtedly magnificent and outstanding condition, also choice 1940 model at £225; three months' guarantee; hire purchase exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

VAUXHALL 25

1938 Vauxhall 25 black Grosvener limousine, face-forward occasionals, cloth upholstery; £250.—Chatham 3793. [1511

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at
4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6432-5.—Gregory's, of Uxbridge. [0039/R

GRAHAM BROTHERS (MOTORS), Ltd., main Vauxhall dealers, 7-15, Peter St., Manchester, 2, for "quality-tested" used cars, depots at Ashton (Ashton 1817), Didsbury (Didsbury 3446), Manchester (Blackfriars 9687), Stretford (Trafford 3311), Wilmslow (Wilmslow 4952). [0285/R

Vauxhall Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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SHAW & KILBURN, Vauxhall main dealers.

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GN, Ltd. (Vauxhall Main Dealers).

HAVE you a post-war Vauxhall for sale? Contact G.N., Ltd., 278, Balham High Rd., S.W.17. Tel. Balham 1033. [0201/R

PRIVATELY owned Vauxhall 10 or 12.—5 Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

VAUXHALL buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

7-SEATER private 1937/38/39 Limousines required, cash waiting. Alpe & Saunders Ltd. Providence Court, North Audley Street. Mayfair-2941. [W1006

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—
BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

VETERAN CARS

WELHAM, Veteran Car Specialists, buy and sell pre-1915.—Surbiton Hill Rd., Surbiton. Elmbridge 1873. [C4070

VINTAGE CARS

1920 Rolls Silver Ghost 2-seater tourer, fitted Replica body 1951, perfect.—56, Heaton Rd., Solihull. [1627

VOLKSWAGEN

C

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen people, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises; new, used and reconditioned cars available. Tel. Ripley 2361. [0273/R

1953 de luxe, sun roof, small mile., immac.; £625.

1947 standard model, excell. condition.

1947 standard model, recon. throughout, metallic blue, available shortly.
COLBORNE GARAGE, Ltd., Ripley, Surrey. Ripley 2361. [1738

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

VOLKSWAGEN

1954 de luxe saloon, 1131cc, black, 9,000 miles; £635.—Below.

1953 (Dec.) de luxe saloon, 1,131cc, beige; 14,000 miles; £595.—Below.

1954 de luxe saloon, 1,192cc, strato-silver, 3,000 miles; £685.—Below.

1954 de luxe saloon, 1,192cc, black, 3,500 miles; £685.—Ralph Beard, Volkswagen specialists, East St., Farnham, Surrey. Tel. day or night 5494. [C1092

PERFORMANCE CARS, official Volkswagen agents.—New and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C5041

VOLKSWAGEN 1948, recellulosed chrom. strips, all worn parts replaced, new doors, lighting, battery, etc., similar latest model, perfect; nearest £420.—Nunn, 3, Graham Avenue, Brighton. [1818

V & F MONACO MOTORS, the only Volkswagen specialists in London offer you their unique experience obtained in four years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagen and handle no other type of car.—Below.

V & F MONACO MOTORS.—1954 de luxe saloon, beige, 8,000 miles, 1,192cc engine, immaculate: £625.

V & F MONACO MOTORS.—1953 de luxe saloon, 11,000 miles, dark green, immaculate; £585.

V & F MONACO MOTORS.—Standard saloon; choice of 5 from £265.

V & F MONACO MOTORS, Official Volkswagen Agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0642/R

Volkswagen Cars Wanted

V & F MONACO MOTORS.—We buy Volkswagens, irrespective of condition, for cash.

V & F MONACO MOTORS.—The Volkswagen buyers.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0300/R

RICHARDS & CARR buy Volkswagen.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

MAYFAIR GARAGES, Ltd.—Top cash prices for Volkswagen.—Balderton St., W.1. Mayfair 3104. [0415

PRIVATE purchaser requires 1953, 1954 Volkswagen.—Richardson, 2, Rosetree Ave., Birstall, Leicester. Tel. Leics. 84840. [1812

PERFORMANCE CARS urgently require Volkswagen. Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

Volkswagen Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares, 24-hour postal service; all repairs and service.—Tel. Ripley 2361. [0995/R

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2361) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R

V & F MONACO MOTORS.—Volkswagen spares, service, repairs, reconditioned engines from £47/10 fitted in 24hrs in part exchange; insurance repairs; conversions to R.H.D.; all Volkswagen accessories stocked.

V & F MONACO MOTORS.—The Volkswagen specialists.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0293/R

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors.

1953 (November) Wolseley 4/44, metallic green, green upholstery, 6,000 miles, one owner; £765.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

E.M.A., Ltd.

6/80 Wolseley saloon, 1950, colour beige with brown hide upholstery heater, radio, etc., taxed; £485.

E.M.A., Ltd., Rootes Group Distributors, Grove Rd., South, Southsea. Portsmouth 2168. [8296

H. BEART & Co., Ltd., offer:—

1953 (November) Wolseley 6/80 saloon, in black with red leather upholstery, fitted radio, as new throughout; £745.

1954 (March) Wolseley 4/44 saloon, grey, red upholstery, low mileage, as new throughout; £795.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081

1949 Wolseley 4/50, black, any examination; £415 quick sale.—Beckenham 6977. [1715

WOLSELEY

GUY SALMON AUTOMOBILES offer:—

1952 Wolseley 6/80 saloon, 14,000 miles only from new, one owner; £365.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1948 Wolseley 14, in exceptional condition; £385.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [C4016

1946 Wolseley 14 saloon, original condition guaranteed; £315.—Below.

1951 Wolseley 4/50 saloon, heater, one owner, low mileage, guaranteed £515; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704-5968. [C3054

1954 Wolseley 4/44, 7,000 miles as new throughout; £775; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C5026

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0033/R

£285!!! Wolseley 14 de luxe saloon, identical model to 1948, looks and runs as well, choice two.—Below:—

£222!!! Wolseley 12 de luxe saloon, magnificent specimen, only wants seeing.—Below:—

£199!!! Wolseley 14 de luxe saloon, 1938 series, carefuly used; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1937 Wolseley 18 blue/black saloon, two previous owners, in good condition, London area; £150.—Tel. Welbeck 1300. [1700

1953 Wolseley 4/44, black, 6,000 miles, one owner; £750.—Watts, 84, Dedwen-Fawr Rd., Swansea. Tel. 22608. [1810

295 gns.—Wolseley 18, 1947 saloon, sliding head, leather, heater, good condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Wolseley 14/56, 1938 de luxe saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1949 Wolseley 6/80 saloon; £450.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. [1914

1954 Wolseley 4/44, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1946 (November) 12hp de luxe saloon, black, brown hide, small mileage and beautifully maintained; £405.—Robbins, East Putney. Tel. 7881. [C3010

£500 o.n.o., 1951 Wolseley 4/50, one owner-driver, carefully maintained, excellent condition.—Chelmsford 4371. [1865

£750—1953 (June) Wolseley 4/44 saloon, steel grey, grey leather upholstery, recorded mileage 10,000, fitted heater, screenwashers, fog lamp, in excellent condition throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1950 (September) Wolseley 6/80, Motorola radio, heater, taxed, one owner, superb; £450.—Bruce France, 8a, Cromwell Mews South Kensington. Flaxman 0513. [C2014

£195—1939 Wolseley 21 saloon, one owner (M.P.) since new, instruction book, etc., superb condition, taxed; part exchange considered.—Hampstead 7871. [1873

1950 4/50, Moonstone grey, 41,000 careful miles, one owner, perfect condition throughout, loose covers, many extras; £475; terms possible.—37, Parkside Drive, Edgware. Sto. 7073. [1869

Wolseley 4/50 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Wolseley Cars Wanted

RS

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Wolseley.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

THE CAR MART, Ltd., London, wish to purchase Wolseley cars.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0721/R

REQUIRED, really good Wolseley 6/80.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

7-PASSENGER good condition 1939/1949 Limousines required. Cash waiting. Alpe & Saunders Ltd. Providence Court, North Audley Street. Mayfair-2941. [W1006

Wolseley Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs of all models of Wolseley cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [0485

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0523

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0517/R

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HERE are 5 cast-iron reasons why everybody's going KILBURN WAY:—

1. 200 used cars under £400 always available.
2. We can quote the most competitive prices obtainable because of our huge turnover.
3. Unequalled hire purchase terms.
4. Satisfactory exchange prices on your car, 3-wheeler or motor cycle.
5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [0829/R

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 34 years. [C3010/R

Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

IF you wish to sell your car for cash, write, 'phone or call.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

IMMEDIATE cash; all makes of cars wanted; highest prices given by Measham.—368/370, Kensington High St., W.14. Western 9821. [1727

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NEW and used ambulances, Austin, Rolls-Royce, Albion; from £100.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022

MOBILE CANTEENS, KITCHENS, ETC.

MOBILE shops, canteens and kiosks, vehicles and trailers, large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022

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S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase; everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. [0341/R

MOTOR HEARSES

£1150 to £2150 complete Hearses Austin 16hp, Sheerline and A70, Humber, Rolls.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. 'Phone Richmond 1161. [9688

1926 Rolls-Royce Ph. I bearer hearses, swept tail; £195; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

WOODALL NICHOLSON, Ltd., build the best hearses in the country; second-hand usually in stock; established 1846.—Well Lane, Halifax. Tel. 4231. [0795/R

1929/30.—Four-bearer Austin hearse, good condition, 6 good tyres, good battery, only reason for selling taken delivery of new hearse and space wanted, licensed until end of year, easily convertible; £50.—Dendy Garage, Paignton. Tel. 57160. [1683

VICTORY CAR HIRE, Ltd., Primrose Gardens, N.W.3. Tel. Primrose 2242-5, have for disposal 3 sleeve valve R130 Daimler landaulettes, new full 6-seater bodies specially built for funeral work fitted by Lancefield Coachworks in 1935, all in good running order; offeers invited. [1672

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HILLMAN Minx saloons, coupes, estate cars, early delivery, exchanges and terms; cars prepared for clients returning to England.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

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NEW 1954 Hudson Hornet, r.h.d., radio and heater and overdrive, for immediate delivery.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [N4028

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CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; early delivery.—Lewisham Bridge, S.E.13. Lee Green 8565. [0720/R

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LATEST Mark VII M saloon on view.

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LET us supply your new model.—Sales and Service; 65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [N3067

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey—St. Catherine's Garage, Guildford 62907-9. [0244/R

K·D·M & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers.—Bromley, Rav. 3456. [0286/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer immediate delivery of Jaguar Mark VII type M, overdrive, black. [N1001

SIDNEY MARCUS, Ltd., early delivery from stock, all models First-class After Service.—33, Sloane St., S.W.1. Sloane 6970. [N3006

NEW Jaguars, good deliveries, most models in stock. Main Dealers.—The County Garage (M. & H.), Ltd., Lancaster Rd., Morecambe. Tel. 207. [0069/R

W. T. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; immediate delivery Mark VII saloon; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0914/R

NEW Jaguar Mk. VII M type, 1955 show model, grey, red interior, overdrive, one only for immediate delivery.—Brent Cross Garage, Hendon Way, London, N.W.4. Speedwell 1196. [N1097

TRAYNOR MOTORS for your new Jaguar, new "M" type Mark VII here for inspection and demonstration.—135, High St. South, East Ham. Grangewood 2530 and 5834. [N4032

R. P. POWELL MOTORS, Ltd., East London Area Dealers.—Mark VII and XK models available for immediate demonstration and inspection.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0439

OFFICIAL agents for all models; a representative selection usually in stock.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027/1

IMMEDIATE delivery new Jaguar Mark VII M series, overdrive, choice of colour; list price £1,672/2/6.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

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JOWETT.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1114. [N2038/R

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R

KAISER

KAISER cars, sole concessionaires for Great Britain, sales, service, spares.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6; regional depot; opposite London Airport, Hayes, Middlesex. [0309/R

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K·D·M & CHERRINGTON, Ltd.

MAIN Lancia agents for London's West End

9, Albemarle St., W.1. Gros. 5551. [N2054/R

LANCIA.—For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alperton, Nr. Wembley, Middx. Tel. Perivale 5656. [0289/R

JOHN S. TRUSCOTT, Ltd., are the oldest Lancia specialists; all new models are now available; literature on request.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

JOE THOMPSON MOTORS, Ltd., officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London.—91-95, Fulham Rd., S.W.3. Kensington 4858. [N4028

MERCEDES-BENZ

WELWYN SERVICE DEPOT, Ltd.

HERTS, Bucks and Northants, Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. [0611/R

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NORFOLK, Suffolk and Cambridgeshire distributors for Mercedes cars; demonstration cars in stock and available on application to O. G. Barnard & Sons, Ltd., Stowmarket. [0891

DAVIES MOTORS, Ltd., official distributors.—Current demonstration car available; early delivery of all models; full service and spares facilities.—273, London Rd., Staines. Tel. 4211-5. [N1060

SWANMORE GARAGE, official distributors, Hants, Dorset, Wilts, Somerset, Devon and Cornwall. Early deliveries all models.—1176-1180, Christchurch Rd., Boscombe, East Bournemouth. Tel. Southbourne 43344-43345. [N4024

LONDON.—Taylor & Crawley, Trade Distributors (London postal area) and official retailers for Mercedes-Benz; all models available; exchanges and terms.—42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. [N4056

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CM.I. CAR SALES.

OFFICIAL agents M.G. cars, early delivery; exchanges, hire purchase.—Swiss Cottage, Finchley Rd., N.W.3. Pri. 6623. [N1051

ROWLAND SMITH'S for M.G

ALL models supplied; part exchanges any distance; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

S. G. SMITH (MOTORS), Ltd., for your new M.G. T.F. and Magnette; cars, motor cycles taken in part exchange.—285, Rye Lane, S.E.15. Tel. New Cross 0460. [0529/R

PRIDE & CLARKE, Ltd.—£196 secures delivery new M.G. T.F.; balance over 24 months; choice of colour; exchanges welcomed.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R

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BASIL ROY, Ltd., Morgan distributors; full range on view; see and try Morgan fitted with TR2 engine. 161, Gt. Portland St., W.1. Langham 7733. [0510/R

PRIDE & CLARKE, Ltd.—£206 deposit secures delivery of Morgan Plus 4; balance over 24 months; choice of colour; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

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MORGAN Plus 4, prompt delivery of these cars; spares for same; huge stocks of 4/4 and 3-wheeler spares.—F. R. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728/R

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KINGSTON-ON-THAMES.—Morris agents and specialists for sales and service.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston. King. 8104. [N4053

C. W. J. COLES (CROYDON), Ltd., 18, Blunt Rd., South Croydon. Croydon 0074-5. [5812

PRIDE & CLARKE, Ltd. Morris agents; exchanges; terms.—237, Brixton Hill S.W.2. Tul. 3664. [N3068/R

1954 Morris Cowley saloon, available from stock (one only): £702/7/6.—Nutt Motors, North Rd., Brighton 25050. [1519

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for all Morris models, including light commercials.—34, Acre Lane, London, S.W.2. Brixton 4011. [0903/R

SMITH & HUNTER, Morris contracting agents, rotational delivery, exchanges, easier deferred terms.—376, Kensington High St., W.14. Western 2312. [N4019

LANKESTER ENGINEERING Co., Ltd., officially appointed retailers Morris cars and vans, reasonable delivery.—39/43, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 3151-6. [0264/R

MEBES & MEBES, Ltd. (Est. 1893), the Morris specialists for past 30 years, offer early delivery of most models including commercial vehicles; part exchange and extended payments; always in stock a number of used Morris cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

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NASH car spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558/9. [0562/R

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Services and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0882/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garage, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7) [0257/R

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LANCASHIRE and Cheshire distributors for Opel sales, service and spares.
GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R

PACKARD

SOLE Concessionaires, Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400 [0730/R

PEUGEOT

LONDON.—Peugeot sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [0185/R

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0896/R

YORKSHIRE.—Distributors for Peugeot cars; early delivery, sales and service.—Newton of Huddersfield, Automobile Distributors, Huddersfield. Tel. Huddersfield 3311 (3 lines). [0835/R

PEUGEOT, all models, immediate delivery; ring or write for demonstrations; also full service facilities and parts.—Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. Speedwell 9761. [0810/R

PONTIAC

PONTIAC. — U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

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EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model, early delivery; demonstration run can be arranged.—129-131, Old Brompton Rd., S.W.7. Fremantle 7722. [0928/R

SOLE concessionaires for Great Britain; Type 356 1½-litres fixed head coupe and drop head cabriolet models, also the Type 550 Spyder competition model; official service and spares.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015

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PRIDE & CLARKE, Ltd., Reliant Regal; £96 deposit secures immediate delivery; balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

RAYMOND WAY for your Reliant Regal 3-wheeler; immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0778/R

RENAULT

LONDON.—Renault sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [0186/R

RAYMOND WAY for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0777/R

METROPOLIS GARAGES, Ltd., the Renault distributors, for sales, service and spare parts for all models.—1-31, Maclise Rd. (Olympia), W.14. She. 5385-6-7. [0626/R

PRIDE & CLARKE, Ltd.—£150 secures delivery of the new 750 saloon, balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

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YORKSHIRE.—For Renault sales & service; early delivery of the 750cc saloon and the 2-litre Fregate model.—Newton of Huddersfield, Automobile Distributors, Huddersfield. Tel. Huddersfield 3311 (3 lines). [0836/R

AUTO SALES (LONDON), Ltd., are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mai. 5555. [0110/R

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RILEY 1½-litre, blue, immediate delivery.—Cranmore, Ltd. Tel. 2040 Potters Bar. [N1062

1½-litre delivery ex stock; one only.—Montrose Motors, Wembley 2636. [0765/R

K·D·M & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

1½-litre Riley saloon, finished in green, with fawn interior; list price, immediate delivery.
LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [N2058

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0530/R

CLARKE & SIMPSON, Ltd., Riley Sales & Service, offer immediate delivery 1½-litre all colours.—49, Sloane Square, London, S.W.1. Tel. Sloane 4727 [N1048

NEW Riley 1½-litre, 1955 show model, metallic blue, cream interior, one only for immediate delivery.—Brent Cross Garage, Hendon Way, London, N.W.4. Speedwell 1196. [N1097

ALPE & SAUNDERS LTD. Agents for Rileys offer immediate delivery 1½-litre Saloon, black, with tan leather. Providence Court, North Audley Street. Mayfair-2941. [N1006

PRIDE & CLARKE, Ltd.—£302 deposit secures delivery of new Riley 1½ saloon; balance over 24 months; choice of colour; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

RILEY

NEW Rileys.—Try Motourists (London), Ltd., Gt. North Rd. E. Finchley Station, N.2. Tudor 2301-2. [N3018

VANDERVELLS, 215, Haverstock Hill, N.W.3, offer immediate delivery of Riley 1½-litre.—Primrose 4441. [N4067

JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery 1½-litre; exchanges, deferred terms. —173, Westbourne Grove, W.11 Bay. 4274. [N4035

RILEY 1½-litre, metallic blue/grey; immediate delivery; list price; deferred terms; part exchanges. —Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [N3022

IMMEDIATE delivery new 1½-litre Riley saloon, choice of colour; list price £1,205/5/10.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

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MAREFAIR, Northampton. Tel. 4540. [5020/R

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'PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8. Tel. Blackfriars 2302. [0561/R

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [0139

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COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R

DORKING MOTOR Co., Ltd., main dealers, Rover 60, 75 and 90.—Dorking 2256. [N1088

K·D·M & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

K J MOTORS, Ltd., N.W. Kent's leading Rover main dealers.—Bromley, Rav. 3456. [0287/R

BEXHILL.—F. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd. Tel. 2382/3. [0951/R

CROYDON Main Agents, Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. [0063/R

1954 Rover 90 saloon, with radio, unregistered, immediate delivery.—Mansfield Autos, Ltd., Euston 2587 [N301

DUNHAM & HAINES, distributors and specialists for Rovers and Land-Rovers.—Dunham & Haines, 46, Castle St., Luton 2100-1. [N1079

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0912/R

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. Vigilant 4444 [1041

BIRMINGHAM.—Hatton Motors, Ltd., Rover stockists; delivery enquiries invited for the 1955 models.—71, Broad St. Midland 2457. [0215/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

ROSENFIELD for Rover distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R

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IMMEDIATE delivery new Land-Rover station wagon; list price £893/12/6.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

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DAVIES MOTORS, Ltd., official distributors, current demonstration car available; immediate deliveries, full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). [N1080

MAYFAIR GARAGES, Ltd.—West End retail dealers and stockists of the new Aronde saloon; £664/11/7 including purchase tax; immediate delivery from stock; demonstrations.—Balderton St. (opposite Selfridges clock), W.1. Mayfair 3104/5. [N3009

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THE Singer agents offer immediate delivery of all 1954 models; demonstrations; exchanges; deferred payments.

AUTOMENDERS, Ltd., Lowther Garage, London, S.W.15. Riverside 6496. [0757/R

THE new Hunter; early delivery, part exchanges, finance facilities.—Distributors, Marbrook & Kirby, Sandwich 3066. [1135

MAYFAIR GARAGES, Ltd.—West End retail dealers and stockists of the new Hunter saloon; £971/1/8 (including purchase tax); immediate delivery from stock; demonstrations.—Balderton St. (opposite Selfridges clock), W.1. Mayfair 3104/5. [N3009

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VANGUARD, grey with red Vynide and heater.—A. A. Clark, Ltd., retail dealers, 6, Frances Rd., Windsor. Tel. 1130. [1675

STANDARD 8 saloons.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD 10 saloons.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

SIDNEY MARCUS, Ltd., early delivery from stock, all models First-class After Service.—33, Sloane St., S.W.1. Sloane 6970. [N3006

VANGUARD Ph. II saloon.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

JOHN S. TRUSCOTT, Ltd., official retailers; early delivery Vanguard and 8hp models.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

ERSKINE, Woking, for most Standard cars; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd. Tel. Woking 350. [N2051

ROBIN HOOD GARAGE offer immediate delivery new Vanguard and new Standard 8 de luxe.—97, Croydon Rd., London, S.E.20. Sydenham 7066. [1761

NEW 8hp 4-door, heater, usual guarantee, list price £499/15/10; one only.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [1704

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer immediate delivery of Standard 10 de luxe saloon, heater, black. [N1001

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0913/R

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for all Standards, including light commercials.—34, Acre Lane, London, S.W.2. Brixton 4011. [0904/R

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0413/R

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0026/R

PRIDE & CLARKE, Ltd.—£197 secures immediate delivery New Vanguard; balance over 24 months; exchanges welcomed.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R

IMMEDIATE delivery, new Vanguard, black/grey, heater, also early delivery new 8 and 10's; terms, exchanges.—Dudley Cobbold Automobiles, 208, 210, 216, The Broadway, Wimbledon, S.W.19. Cherrywood 3366. [1860

L. F. DOVE, Ltd., have for immediate delivery a new Standard 8 saloon; full range of demonstration models; part exchange and hire purchase.—69, The Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

PLANNING to buy a new Standard? You couldn't do better than secure immediate delivery of your new Standard 8 de luxe or basic saloon, or Vanguard saloon; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008

STANDARD & Triumph distributors in Surrey since 1911; immediate delivery Phase II Vanguard saloons; choice of colour; also diesel engine saloon; demonstration cars available.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0402/R

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gul. 4141. [0091/R

SUNBEAM

R. F. FUGGLE, Ltd.

AVAILABLE for immediate delivery, the Sunbeam Mark III convertible coupe.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [N2017

SUNBEAM-TALBOT

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4600/4632. [0869/R

ALWAYS prompt and efficient service from the Central London Rootes Agents. Sunbeam cars our speciality, immediate attention to your enquiries.—Cattermoles (Garages), Ltd., 79-89, Pentonville Rd., (near Kings Cross Station), London, N.1. Ter. 1001. [0405/R

SWALLOW DORETTI

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.

SWALLOW DORETTI distributors in areas of Surrey, Sussex and Kent. [0895/R

DORETTI.—Distributors for the Greater Birmingham area; early delivery; terms, exchanges.—P. J. Evans, Ltd., John Bright St., Mid. 2911. [0897/R

PRIDE & CLARKE Ltd. Doretti agents, immediate delivery; terms exchanges welcomed.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R

LANKESTER ENGINEERING Co., Ltd., 80/83, Victoria Rd., Surbiton, distributors in Surrey for Swallow Doretti, offer immediate delivery; demonstration car available.—Elmbridge 1184/5. [0329/R

TRIUMPH

ROWLAND SMITH'S for Triumphs.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.,

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BERKELEY Sq., London, W.1. Gro. 4343. [0856/R

1955 model, white TR2; immediate delivery.—K. J. Motors, Ltd., Ashtenley, Ravenbourne 3456. [0285/R

RENOWN saloon.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

JACK ROSE, Ltd., Standard and Triumph Agents and Stockists.—High St., Banstead, Surrey. Burgh Heath 2376/7. [N3056

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer immediate delivery of Triumph TR2, green. [N1001

PRIDE & CLARKE, Ltd., Triumph Renown, TR2; immediate delivery; exchanges welcomed; terms.—237, Brixton Hill, S.W.2. Tul. 3664. [N3068/R

METROPOLIS GARAGES, Ltd., the Triumph agents for sales, service and spare parts for all models.—31, Maclise Rd. (Olympia), W.14. She. 5385-6-7. [0599

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0493/R

IMMEDIATE delivery of TR2s in white; price £886/10/10.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill Essex. Tel 1171. [1918

TRIUMPH TR2 sports, British racing green, overdrive wire wheels, immediate delivery; list price.—Browns Garage, Loughton (Essex) 6262 (Tube). [N1034

TR2 Roadster, pearl, white/blue, tonneau cover, new, list price; £899.—Hillier Motors, Ltd., 144-6, Dartmouth Rd., S.E.26. For. 9351-2. [0213/R

L. F. DOVE, Ltd., the TR2 Centre.—Your sports car in part exchange, h.p. terms; demonstrator available.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077

LANKESTER ENGINEERING Co., Ltd., Standard & Triumph distributors, offer immediate delivery Triumph TR2 and Renown saloons, choice of colour.—80/83, Victoria Rd., Surbiton. Elmbridge 1184/5. [0693/R

IMMEDIATE delivery new Triumph TR2 sports, choice of colour; list price £886/10/10.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

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VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—4-6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley, Rav. 3456. [0221/R

KEITH & BOYLE (Ldn.), Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground).

VAUXHALL main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19). [0808/R

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078

VOLKSWAGEN

VVW MOTORS, Ltd.

SOLE concessionaires Great Britain and Northern Ireland.—Cars available for early delivery.—Byron House, 7-9, St. James's St., London, S.W.1. Whi. 9501. [0648

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original specialists and main distributors; full service facilities.—Tel. Ripley 2361. [0017/R

SUSSEX distributors, Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R

VOLKSWAGEN

CROYDON.—H. Harmer Car Sales, Ltd., Area Dealers, 444/8, Brighton Rd., South Croydon. Croydon 6225. Uplands 4629. [0127/R

EUROPEAN CARS, Ltd., distributors for London Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Fre. 7722. [0900/R

SOUTH Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26358/9. Complete facilities. [0128/R

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PRIDE & CLARKE, Ltd., South London distributors.—Exchange your car for the latest Volkswagen; terms.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

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YORKSHIRE county distributors can offer early deliveries all models; full spares and service facilities available.—Moortown Garage, Ltd., 398, Harrogate Rd., Leeds, 7. Tel. 685131 (2 lines). [0723/R

LOXFORD GARAGE for Volkswagen saloon and commercial vehicles; sales and service; part exchanges and H.P. terms; official main agents.—Loxford Garage, Ilford Lane, Ilford. Tel. 3155-6. [0927/R

WILLIAM ARNOLD, Ltd., Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available.—Upper Brook St., Manchester, 13. Tel. Ardwick 4261-7. [0519/R

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WILLYS cars, sole concessionaires for Great Britain, sales, service, spares.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6; regional depot; opposite London Airport, Hayes, Middlesex. [0812/R

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EW

EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchanges and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951.) [N4046

SHAW MOTORS, Ltd.

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D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

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LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [N2059

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R. C. WIMBUSH Ltd.—Wolseley stockists; part exchange hire purchase facilities.—312, Earls Court Rd., London, S.W.5. Fremantle 8401-3. [N4056

NEW Wolseley 4/44, 1955 show model, black; we can offer one only of this very popular car for immediate delivery.—Brent Cross Garage, Hendon Way, London, N.W.4. Speedwell 1196. [N1097

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MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, 'phone or write.—Marston Motor Co., Ltd., Sta. 8000. [0713/R

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A SYNCHRO 1954 Vauxhall Velox self-drive, cost £6 per week, smaller cars £5, small mileage charge; alternative special winter rate; A.A., R.A.C. radio, heater, Continental touring; special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4106. Cables: Synchro, London. [0636/R

CHARLES RICKARDS, Ltd.

UNLIMITED mileage; latest type Ford Consuls, Austin A40 Somersets and Morris Oxford travellers cars, for self drive hire; winter tariff, £10/10 per week, or £2/15 per day.—56, Bayswater Rd., W.2. Pad. 3440. [1745

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rear, 36, Mackenzie St. Tel. Slough 20501. [0132/R

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SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [0646/R

SMITH & HUNTER for self-drive; inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [0458/R

IVOR HILL, Ltd.—1954 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5686. [0380/R

IRELAND Self Drive.—Ryans, 33, Upper O'Connell St., Dublin; 7, Crofton Ave., Dun Loaghaire. [0677/R

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Par. 9864-5. [0466/R

LONDON'S lowest rates.—The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2), Dolphin Sq., S.W.1. [0042/R

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

A40s, 70s and 90s; apply now for new winter tariff.—Trumans Garages, Arthur Court, Queensway, W.2. Bay. 6415. [0686/R

WIMBLEDON CAR HIRE. Self-drive Specialists. 1952-54 Austin A30s, A40s and A70s; competitive rates.—Mansel Rd., S.W.19. Wim. 3834. [0611/R

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars current models.—110, Wood Vale, Forest Hill, S.E.23 (For. 2432.) [0679/R

SELF-DRIVE post-war Morris, Austin A40, Morris Minor.—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [7576

1954 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bayswater 8229 (garage). [2057

1954/3 Zephyrs, 13gns a week, 600 miles; also new Consuls, Oxfords, Somersets; request tariff.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2646/6801. [0318/R

SELF-DRIVE Cars, Adam & Eve Mews, W.8.—1954 saloons, also Daimler Consorts; reduced off-season rates.—Wes. 0802/4795, Per. 3404. Cables Britcars, London. [0166

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CROWN wheels and pinions, N.R. for Morris 8, 95/- pair; Ford 8, 99/6; Hillman Minx, £6/5; Singer 8 and 9, £6/5; Standard L.9, £5/15; Vauxhall, £6.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3280/3769. [0903/R

1500 all types, crown wheels and pinions and 3,000 axleshafts available, new or second-hand; parts despatched c.o.d., satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0223/R

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DELIVERY from stock of all replacement bearings for British, American and Continental cars—

AUTOMOTIVE Replacement Division, K.G.S. Bearing Co., Ltd., Macrome Rd., Green Lane, Tettenhall, Wolverhampton. Tel. Wolverhampton 51757 or 52260. Telegrams: Kages, Wolverhampton. [0152/R

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44/6!!—Witham's. Down in price again!! Brand new; written guarantee 12 months; 6 volt from 44/6, 12 volt from 85/-.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3280/3769. [0628/R

BATTERY chargers 6v and 12v lamp complete, main leads, battery clips 39/6, 2amp model 56/-, 4amp model 96/-; fully guaranteed.—Malden Transformer Supplies, 134, London Rd., Kingston, Surrey. Kingston 7534. [1062

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BATTERY plates, machine pasted, highest quality, squat and standard.—Send your enquiries to Oakley (Wolverhampton), Ltd., Horseley Fields, Battery Works, Wolverhampton. [4187

BATTERIES.—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; R.A.C. appointed; hours 8.30-5.30, Saturday 1 p.m. Trade enquiries invited.—Speedwell, 3, Mardale St., Shepherd's Bush, W.12. She. 4224; also behind 96, Upper Wickham Lane, Welling, Kent. Tel. Woolwich 4396. Early closing Wednesday. [8657

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YOUNG'S brake lining service; send your brake shoes for relining with genuine Durox brake linings; prompt despatch; quotations by return.—20/32 Tooting Bec Rd., London, S.W.17. Balham 7791. [0972/R

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SERVICE, tuning, repairs.

SOLE distributors.

W. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.2. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will 'phone for an appointment. [0655/R

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OFFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement, SU and A.C. fuel pumps; prompt postal service. [0103/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666 authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. [0525/R

COX-ATMOS economiser ensures more mpg and reduced engine wear.—Cox-Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [0394/R

SU.—Official service depot.—Carburettors and petrol pumps reconditioned by return of post; rapid tuning service.—Pollards 1122.

MOSS & LAWSON, Ltd., 1076/1086, London Rd., Thornton Heath (2 minutes Norbury Station). [0260/R

ZENITH, Solex, S.U., new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434 (4 lines). [0323/R

H2-O bomb reduces petrol consumption considerably, increases performance, testimonials! £5/7/6.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [M4100

SOLEX.—Major stockists for S.W. Surrey, all types spares and reconditioned units, prompt service.—Pascalls of Guildford, Merrow Service Station, Epsom Rd., Guildford 61314 and 2274. [1365

VOKES Gasmaster for increased mileage; prices of all models 14/6; easily fitted; trade and retail supplied Comerfords, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emb. 2323/4. [0575/R

OFFICIAL Zenith, Stromberg, Solex and S.U. agents; largest stock of carburettors and spares in the North; conversion sets for American cars, flexible petrol pipes and air filters; prompt attention to postal enquiries.—Lime St. Garages (L'pool), Ltd., Bolton St., Liverpool, 3. Royal 3232-3?. [0252/R

TWIN carburettor units for 25% increase in power, giving up to 50% better acceleration, redesigned high-efficiency manifolds with twin-linked carburettors for Austin A30, Minor ohv £17/10, Minor sv, Oxford, Ford 8 and 10, Renault 750, Standard 8, £26, Consul £30; stamp list, performance figures.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071

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WOOL pile and rubber-backed carpets, ribbed Hardura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, year.

UPHOLSTERY covers, travel rugs, luggage covers and Octopus straps; prompt delivery; carriage paid.

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REFLECTORS heavily resilvered with 5-year guarantee 8/-, reposted same day.—Tewkesbury Plating Co., Tewkesbury. [7356

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CLAUDE RYE, Ltd.—Huge stocks of clothing, etc., at keenest prices.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [0645/R

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REPAIRED without distortion for electro deposition at 60° Fahr., no dismantling except for internal fractures; tensile strength greater than original; repair guaranteed; process as approved by A.A. and R.A.C.—Plateanweld, 4a, Loftie St., S.E.16. Bermondsey 1486. [0020/R

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CYLINDER boring and resleeving; precision work at lowest competitive rates to the trade.

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ENGINES rebored on your premises without removal from chassis. Van Norman process, Hepolite piston.—Maycroft Motors, 24, Lynton Rd., Hornsey, N.8. Mountview 4871. [0037/R

PRECISION engineers, camshaft and crankshaft rebuilding and grinding, 6ft capacity, boring and sleeving, metal spraying and welding, cylindrical and bar grinding.

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COUNTRY house diesel light and power plants, specialists 2 to 25kva, separate dynamos, alternators or engines; lists free.

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CLARE'S MOTOR WORKS.—Second-hand and reconditioned exchange stocks of dynamos, starter, magnetos, distributors and S.U. pumps; quotations for repairs or replacements.—Clare's Motor Works, 260, Knights Hill, West Norwood, S.E.27 [0149/R

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IN stock, Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V.8 22hp, V.8 30hp, V.8 32hp, Canadian and Mercury new Ford 8hp, 10hp and V.8 30hp engines; exchange Ford 8hp, 10hp and 30hp gear boxes; exchange Morris 10hp 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and con rods exchanged; trade supplied.—159-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0006/R

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B. & H. MOTORS, Bignells Corner, South Mimms, Herts. Tel. South Mimms 2231-2. [M1020/R

1952 Studebaker Champion engine, overdrive gear box, rear axle.—Jackson, Crown Cottage, Little Missenden, Bucks. [1490

BEARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames.—Wolseley reconditioned factory exchange units, series II and III.—Kingston 3348. [0467/R

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R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Uplands 3637. [0718/R

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SEVERAL Ford 8, 10hp cylinder blocks, some crankshafts; also 1935-7 12hp Humber, Renault, Singer; 1935 Singer 9, 11; 1936 Morris 10.—Rickard, 56, Clayhall Ave., Ilford. [1332

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WANTED for export, engines suitable for reconditioning; Austin A30 & A40; Morris 8hp, Minor sv and ohv; M.G. (1946 to 1952); Vauxhall Velox and Wyvern (LX, LIX, EIX & EIF); Ford 10hp, Consul and Zephyr (EOTA and EOTTA); offers of any not mentioned will be considered.—Box 8748. [1635A

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STEERING boxes reconditioned or exchange, nuts sold singly or made to pattern (fitted with immovable steel bush).—Foxley Garage, 1a, Elliott Rd., S.W.9. Reliance 2704. [8514

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72in black double-texture car hooding, 20/- yd; 54in fawn head lining, 7/6 and 12/- yd; 54in black-grained topping, 9/6 and 14/- yd; coloured sports hooding, rubber matting, leathercloth, wing piping, draught excluder, rubber strip, etc.; stamp for samples; please state requirements.—Savage & Co., 171, Uxbridge Rd., Hanwell, W.7. Ealing 1950. Open Sats. [1351

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FORD Anglia, Prefect and Popular owners can enjoy greatly improved suspension, road holding comfort and safety by fitting the Norder independent front suspension conversion; price £26/10; immediate delivery.—Full details from North Downs Engineering Co., Westway, Caterham, Surrey. [0189/R

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IMMEDIATE cover and lowest terms available for all types, usual bonuses and discounts.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [M3068/R

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RAYMOND WAY insurance office can arrange your motor policy quotation by return; immediate cover.—Write, call or 'phone Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). Open till 7 p.m. 6 days a week. [0852/R

1929 third party or full comprehensive from 1929; no extra for age of car; immediate cover.—Markiewicz, 38, Lansdowne Crescent, London, W.11. Park 7176 day and night. And no-claim bonus or transfer. [0363 R

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REDUCE insurance costs to the minimum, comprehensive or third party without any extra charges for age of car from 1950; immediate cover; up to 33⅓% no claim bonus; private and commercial vehicles.—Quotations from Dutton & Brasier, Brokers, 523, Neasden Lane, Neasden, N.W.10. Gla. 8691-2-3. [1042

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WE guarantee to save you money:—

LOOSE covers perfectly tailored in super quality Bedford cord available to over 150 different cars, 1933 to 1954. Example: Ford covers Popular, Anglia, Prefect, £5/19/6; Consul, Zephyr, £7; all other covers at comparable prices; quality and fit guaranteed; samples gladly from Quinn, Crossways, Hextable, Swanley, Kent. Swanley Junction 2403. [0358/R

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THOSE attractive felt and also all-wool Scottish tartan covers you have so much admired are individually tailored by Karobes for the discerning motorist; if you will kindly write or 'phone to:—KAROBES, Ltd., Unitas House, 24-25, Livery St., Birmingham (Central 6357/8), we shall be pleased to let you have full particulars. Trade inquiries invited. [0148/R

CAR-COVERALL, Ltd. for fine loose covers, excellent materials, perfectly tailored; sample on request; write or tel.—Car-Coverall, Ltd., 168, Regent St., London, W.1. Monarch 1601-3. [0048/R

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CLARE'S MOTOR WORKS.—Magnetos, dynamo and starter exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0298/R

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SUSSEX.—Excellent freehold garage, filling station and car sales business on A.21; turnover £60,000; detached 4-bedroomed house; price for freehold, equipment and goodwill £11,000.

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FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. M2021/A

CHURCH, HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts.—Details upon application, stating requirements, to 39, Kew Rd., Richmond, Surrey. Tel. Ric. 2351-2-3. [M1047

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 33, High St., N.W.3. Tel. Hampstead 4614. [0546/R

AMALGAMATION desired with larger firm holding good car, commercial, agricultural agencies, self-drive development; large freehold premises, excellent business now, more easily available on expansion.—Box 8855. [1862

ALDRIGES for motor businesses, garages and filling stations; all specialist services in sales, purchases and valuations in Home and Southern Counties.—Enquiries are invited to Estate Department, William Rd., N.W.1. Eus. 2352/2745/4515.

MAIN London/East Coast Road, Essex.—First-class petrol filling station/garage; modern bungalow-type residence; excellent turnover; throughput 33,000 galls. p.a.; some car hire; ample scope to develop; freehold, plant and equipment, £12,000 s.a.v. (B/901.) ANTHONY D. LEWIS & Co., 95, High St., Esher 3577-8-9. [M2071

GARAGE, Oxford city centre, low petrol sale potential, high for servicing, repairs, sales, etc., main garage (100ft. x 55ft.) 2 workshops, sprayshop, 2 stores, etc., lease; £3,750, including equipment, s.a.v.—Central Business Agency, 130, High St., Oxford. Tel. 2589. [1651

FOR sale, owner wishes to retire, garage in seaside resort, west of England, fully equipped workshop now working short time, very lucrative, self drive hire business, excellent living accommodation, audited accounts.—For particulars Wadham St. Garage, Wadham St., Weston-super-Mare. Tel. 269. [1679

GARAGE business (established 33 years) for sale, owing to owner's ill health, 15 miles south of London, corner site, showroom, workshops over 4,000 sq ft with plant and equipment, good repair connection, car hire service, lockups, s.a.v., three bedroom flat over, lease, good residential area; £4,000.—Box 8708. [1539

BRISTOL 7 miles.—Well-sited garage filling station; sales 30,000 galls. annually, 3 pumps; good accommodation and shop; freehold equipment low inclusive price; also garage, small town, Leicester; petrol 40,000 yearly; only £3,000.—Edwards, 110, Cheltenham Rd., Bristol. Tel. 26984. [1763

OUTSTANDING offer, splendid filling station, mod. bungalow, 3¼ acres land, sweets, cigs., ices, etc., Great North Road, petrol sales now about 2,000 galls. week, increasing; a lovely place built early 1930's, great scope for car sales, repairs and cafe if you feel like it; Freehold £12,500, s.a.v. (loan of about £8,900 available, about £3,600 cash should be enough to buy.—Please ask for full details Henry Stead & Partners, Ltd., 29, Cookridge St., Leeds. Tel. 20208/9. [1653

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PETROL station

WANTED, petrol sales 1,000/3,000 galls. p.w., for applicants whose enquiries are vetted for authenticity and financial resources.—Details to: RICHARD THOMAS & SONS, Motor Trade Valuers, Auctioneers, Garage Specialists, 52, Cross St., Manchester 2. Bla. 9321/2. [1750

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URGENTLY require garage and petrol filling stations on main roads throughout the British Isles for active purchasers.

ALL details treated in strict confidence.—Please write, Garage Department, Goddard & Smith, St. James's, London, S.W.1. Tel. Whitehall 2721 (20 lines). [1670

MAIN road site wanted, suitable used car sales, showrooms or garage considered.—Tel. London, Ambassador 9658. [1801

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PARTS, please, to Estate Department, William Rd., N.W.1. Eus. 2352. [M1004

£15,000 offered for good service station, preferably near London on main A road within 50/60 miles, urgent.—Box 8797. [M2078

SMALL engineering works or garage wanted, would consider partnership; advertiser has many market-tested car accessories, toolage and finance.—BCM/TECO, London, W.1. [1800

SMALL to medium size garage, filling station wanted on rental, anywhere outside London, or would consider managership or similar; living accom. essential.—Box 8840. [1851

GARAGE filling station required, petrol sales about 60,000 gallons per annum, not North of London or London area, preferably West Sussex or Hants; this is not an agent's advertisement but a genuine enquiry.—Box 6308. [M2011

GARAGE/FILLING station up to 100 miles south or west of London; just sold own business in Norfolk and anxious to settle by Xmas; £8,000 cash available; details will be treated in strict confidence.—Box 8796. [M2078

APPLICANT has approximately £6,000 to invest in petrol filling station with annual turnover of 50-60,000 gallons; must be in Gloucestershire, Worcestershire or Oxfordshire and having dwelling house (2/3 bedrooms).—Reply Lear & Lear, 105, Promenade, Cheltenham. Tel. 3548. (Usual commission required.) [1759

PETER LONG & PARTNERS.—Agents and valuers to the motor trade, Lion House, Richmond, Surrey. Tel. Richmond 5651/4, require immediately, for genuine applicants, filling stations and garages throughout the United Kingdom; owners assured of confidential and private transactions.—Garage Sales Dept., M.I.M.E., A.M.I.E., Peter Long & Partners. [M2078

SOMERSET, Gloucestershire or an adjoining county.—We are looking for a filling station in one of the smaller towns or on a country main road; essentially with modernised home and well-constructed garage premises of a standard and size where the price would be about £5,500 for freehold property and business complete.—Immediate confidential inspection by F. A. Humberstone & Partners, 75, Queen's Rd., Bristol, 8. Bristol 23584. [1744

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POST-WAR cars available on sale or return basis to approved garages, service stations, showrooms, etc., within 60 miles London.—Box 8854. [1853

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The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of The Notification of Vacancies Order, 1952.

MOTOR mechanics, skilled, top rates for first-class men.—Wolfes Garage, Store St., W.C.1. [9766

WANTED, driver-mechanic.—Apply K. D. M. & Cherrington, Ltd., 41/42, Hayes Mews, Berkeley Sq., W.1. Gro. 2563. [1341

EXPERIENCED Ford mechanic required, good wages, bonus and pension scheme.—Verulam Motor Co., Ltd., London Rd., St. Albans [8591

RECEPTIONIST/Cost Clerk with Ford experience required by.—Verulam Motor Co., Ltd., Main Ford Dealers, London Road, St. Albans. [8592

DESIGNER required for internal combustion engines.—Write or tel. Creighton & Partners, Ltd., Minerva Rd., N.W.10. Elgar 6662-3. [1678

SKILLED motor fitter required, preferably used to American cars.—U.S. Concessionaires, Ltd., 5, Jubilee Place, Chelsea, S.W.3. [1742

MACHINIST for prototype work required, age about 20, keen; apply by letter first.—Alta Car & Eng Co., Ltd., Surbiton. [1645

WORKS foreman required by Rootes group main dealers, Croydon area; please write stating experience and salary required to—Box 8812. [1737

LEADING car salesman required by old-established provincial business in Sussex, main agents Austin, Standard, etc.—Full particulars, age and experience to Box 8781. [1689

TWO salesmen required by main Ford dealers; those with experience only need apply in writing to W. Harold Perry, Ltd., 817, London Rd., Westcliff-on-Sea, Essex. [1377

EXPERIENCED car hire receptionist, knowledge of general office routine, typing an advantage, interesting position, clean driving licence, permanent position; West London area.—Box 8749. [1644

PARTS departmental manager required, progressive appointment offered with good opportunities and remuneration, only first-class men should apply, to Managing Director, Perrin's Motors, Ltd., Marsh Lane, Southampton. [1336

TRAINEE, age 20-25 required for London buying department of national motoring organisation; sound progressive career in buying (possibly selling, later), for ambitious young man of high character and intelligence; must be able to drive well; mechanical knowledge an advantage; apply by letter in own handwriting.—M.S., c/o Box 8824. [1765

STEWART & ARDERN, Ltd., require men for service department to deal with enquiries of a technical nature by telephone, correspondence or in person; also commercial vehicle service representative.—Write, stating age, experience and salary required, to:—Personnel Manager, Stewart & Ardern, Ltd., Morris House, The Vale, Acton, W.3. [1340

ROOTES Group main dealers have vacancies for car salesman, commercial vehicle salesman, assistant parts manager and stores counter hand; first-class references essential; persons at present employed in similar or senior positions preferred.—Apply in writing only to Secretary, Phœnix Motor Co (Surrey), Ltd., High St., Sutton, Surrey. [1429

THE Aston Martin and Lagonda divisions of the David Brown group of companies have vacancies for automobile designers and senior design draughtsmen.—Apply, giving full details of education, experience and salary required, to the Personnel Officer, David Brown Tractors (Engineering), Ltd., Hanworth Park, Feltham, Middlesex. [1699

SITUATIONS VACANT

A.E.C., Ltd., require experienced designers and draughtsmen to fill vacancies in engineering department following extension to premises which is due for completion by the end of October; experience of the automobile industry preferred; good salary offered, permanent employment, 5-day week and pension scheme.—Applications in writing, giving age, experience and salary required, to Staff Records Office, Windmill Lane, Southall, Middlesex [9289

MANAGER required to take charge of garage, showrooms and workshops in South Bedfordshire area, as Rootes Group dealers a knowledge of their products would be an advantage but not essential, only fully competent and experienced man with sound mechanical knowledge should apply; must be used to dealing with the public; good living accommodation can be arranged; a position that holds excellent prospects; commencing salary £750 a year plus.—Apply Box 8752. [1643

AN opportunity is available with south coast Morris commercial distributor to make progress and advancement with a sales career; a vacancy exists for an experienced salesman to sell the excellent Morris range and to assist in building up the separate commercial service works already in existence; full coachbuilding facilities; remuneration by salary, commission and expenses; excellent scope and progress for the right man; apply in confidence stating age, full details of past experience and sales record to—Box 8823. [1764

MECHANICAL engineer, qualified, with good technical education and general experience, required by well-known British merchant house, in Khartoum, Sudan; previous experience of handling engineering agencies including autos desirable; excellent prospects to keen man aged early 30's; home leave and pension schemes. £100 kit allowance, family and children's U.K. education allowances; no income tax in the Sudan.—Write Box OC/221, c/o 95, Bishopsgate, E.C.2. [1746

PRODUCT and consumer research analyst required by export market analysis department of Ford Motor Co., Ltd., Dagenham, Essex; applicants should be of matriculation standard and have some technical knowledge of commercial vehicles; they should have the ability to devise and analyse questionnaires; the job lives in the future, not the past, and a young, forward-looking man is required; salary according to qualifications and experience.—Reply to Salaried Personnel Department, quoting reference PCR/2. [1701

APPLICATIONS are invited by Vacuum Oil Company, Ltd., for position of transport engineering supervisor; candidates must be mechanical engineers experienced in the design and maintenance of road tank wagons, package lorries, etc.; the fleet is increasing because of expansion of company's activities; successful applicant will be required to prepare and operate maintenance schedules and to advise on the design of new vehicles; thorough knowledge of current legislation affecting construction and operation of motor vehicles is essential; the post is pensionable and the salary offered will reflect the value of the job and the experience of the man chosen.—Apply to Industrial Relations Adviser, Vacuum Oil Company, Ltd., Caxton House East, Westminster, S.W.1, quoting ref. no. TES 371. [1748

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SITUATIONS WANTED

CAR buyer requires position, fully experienced in showroom and garage routine.—Box 8769. [1682

AUTOMOBILE and tractor engineer, A.M.I.B.E., age 34, requires managerial appointment, petrol and diesel, good workshop experience.—Box 8831. [1836

SERVICE manager, 30 years' experience, practical and administrative, specialising in Nuffield products; seeks similar position South Coast.—Box 8834. [1839

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SPORTS Car Bodywork, working drawings and instructions, 21/-; "Utility Bodywork" 35/-; "Retrimming a Car" 11/-.—Craftsman Publications, 9, New Street Square, E.C.4. [1129

NATIONAL Road Atlas (Gt. Britain), 324 pages coloured maps (3 miles to inch), 27 town plans, index 19,000 places; 21/- post paid or send s.a.e. for full details and sample page.—Thomas & Co. (AC), 111, Buchanan St., Blackpool. [1646

HANDBOOKS: Austin, Ford, Hillman, Morris, Standard, Vauxhall, 5/6; Rover, Volkswagen, Wolseley, 8/6; Riley, Singer, 10/6; Chrysler, M.G., 15/6. Workshop manuals: Morris, Wolseley, 16/-; Jowett, 19/-; Austin, 27/6; M.G., Riley, 31/3; catalogue, 6d; enquiries, stamp please.—Gray, 4, Chantry-house, Hurstpierpoint, Sussex [C2060

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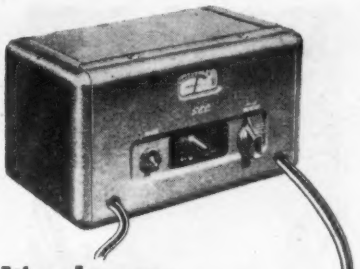

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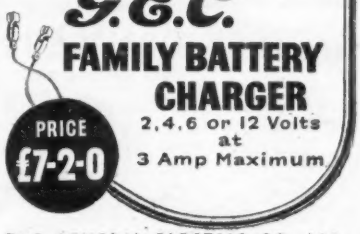

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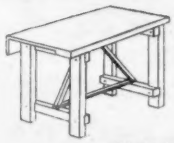

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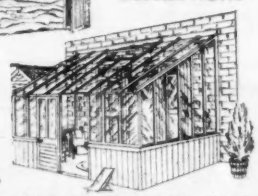

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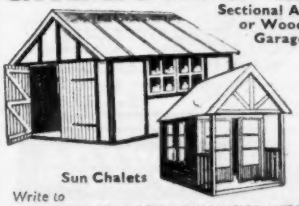

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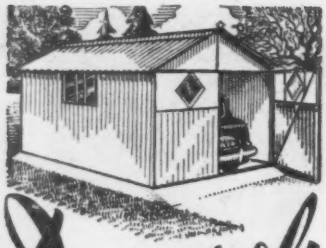

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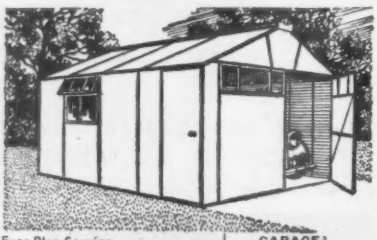

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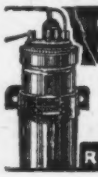

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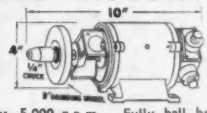

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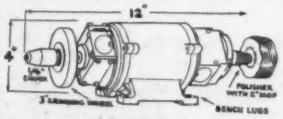

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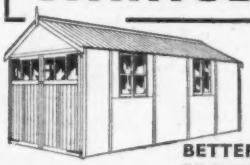

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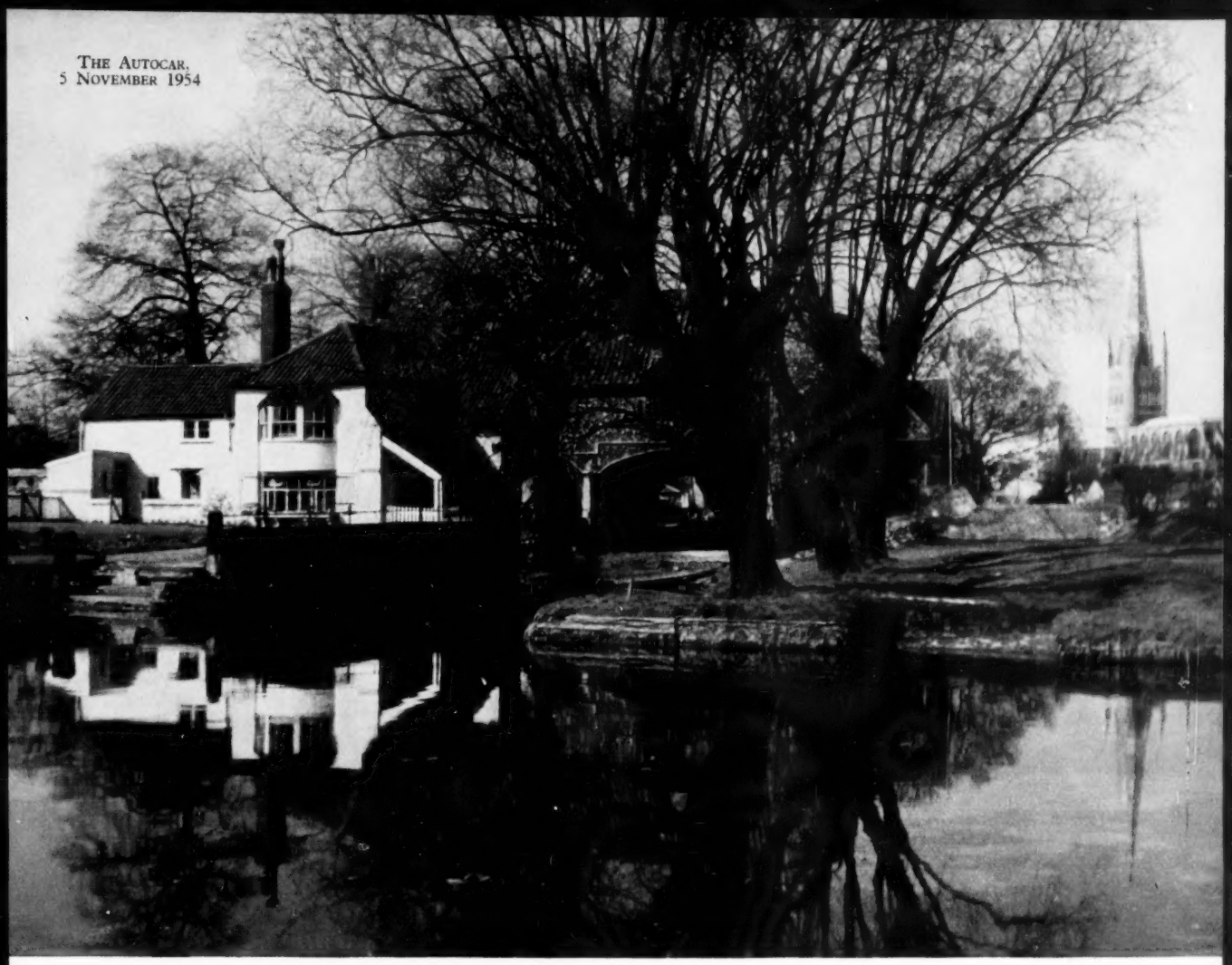

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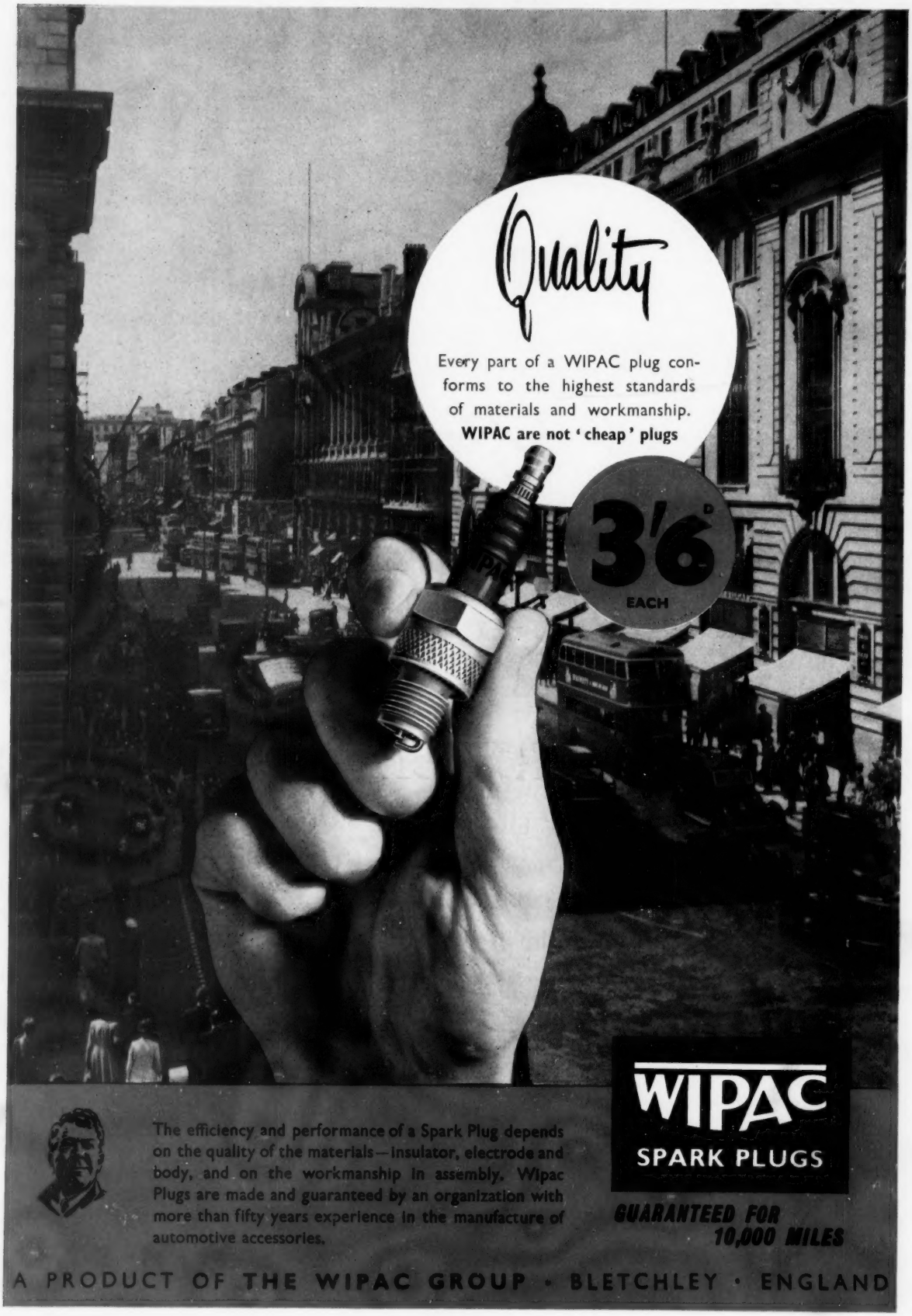
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